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WILLIAM J. SUTHERLAND

President

The Chicago Equestrian Association
Its History *and* Aims

FEW organizations can point to so interesting a record of work accomplished for the public good as may the Chicago Equestrian Association. When the horseback rider of today is enjoying the many miles of wonderful bridle path in and around Chicago little does he realize how great a debt he owes to this pioneer equestrian association for its share in making riding an unadulterated pleasure of health and recreation.

It was during the fall of 1908 that The Chicago Equestrian Association came into existence when a little group of enthusiastic horsemen met one autumn day at the Red Star Inn and elected the first officers of the organization. This little group consisted of some of the city's leading horse-lovers, as will be apparent from a glance at the officers elected at that historic meeting. These were: President, George P. Nichols; Vice-President, Miss Astrid S. Rosing; Secretary and Treasurer, Dr. Charles Spencer Williamson; Directors, Fred W. Upham, Frank S. Peabody, William Wrigley, Jr., John S. Hummer, James Pease and John A. Duncan.

The growth of the association has exceeded even the most sanguine expectations of the organizers, for today the membership numbers nearly five hundred enthusiastic horseback riders of both sexes. Membership in the association implies more than a mere interest in "man's best friend"; nearly all of the members ride and ride frequently. They have kept the sport alive as has no other similar organization of which the city can boast.

John Hertz,
Vice-President

C. Groverman Ellis, Secretary-Treasurer

Those who know the Association know that it is a militant organization. It has an objective—goes after it—gets there. Particularly has this been true during the past two years. For 1919 and 1920 have been active years full of work accomplished by the organization.

In good fellowship the Association has been blessed with unusual good fortune. The activities of the entire roster of members have been well attended and productive of much co-operation and good will. Numerous rides and dinner dances have been given at Dexter Park Pavilion and at the Saddle and Sirloin Club. At the annual dinner and dance held at the Sherman House on February 5th more than 300 members were in attendance.

The speeches on that occasion were unusually interesting to all lovers of the horse. Some of the speakers, and the subjects they discussed were: General Milton J. Foreman, who spoke on "The Horse in War," Mr. Albert W. Harris, whose subject was "The 300 Mile Endurance Test," Mr. James W. Scott, President of Northwestern University, who made an exceedingly enjoyable and humorous address, and Mr. Thomas E. Wilson, one of our most prominent members and directors, who spoke both interestingly and well. Colonel Chauncey B. Baker, representing Major General Leonard A. Wood, talked on "The Army Horse." One bit of excellent advice he gave is well worth recalling when we survey the work the Association has accomplished. He said: "Let the Chicago Equestrian Association find out exactly what it wants to do and then do it."

After this historic meeting and the installation of officers the members and their guests were entertained by their most recent new member, Sidney Smith, who drew a number of pictures of the members on horseback. Miss Grace Billings, daughter of one of our members, very delightfully entertained us with a song.

The evening terminated with a thoroughly enjoyable dance at which everyone had a good time.

Another important event was the musical costume ride given by the Association at Dexter Park Pavilion on the evening of November 16th. While this was a distinct innovation in the way of entertaining, a wonderfully enjoyable evening was spent by the more than hundred riders who participated. So unique was this affair that the International Film Service and Underwood and Underwood, the International Photographers, deemed it of sufficient importance to have photographs and moving pictures taken of the event. The latter were shown throughout the country.

The "ride" on this occasion began early in the evening with a light lunch served upon tables erected upon stilts so that the riders could partake of the viands without dismounting. Photographs of this ride and feature are made a part of this Year Book. After the ride a splendid dinner was enjoyed in the ball room of the Stock Yards' Inn, where more than 200 partook of the repast set before them.

This was a dinner dance which enabled members to enjoy themselves thoroughly both during and after the meal. It is referred to in detail here as being typical of the good times enjoyed by the Association when its members get together.

Let us consider now the work accomplished by the Association and its aims for the future. Largely through the efforts of its officers bridle paths have been extended and added to the South and North Park systems. Thus we find that the total mileage of bridle paths in Lincoln Park is about 11. Other paths in this park are under construction, and still more have been recommended by the Lincoln Park board.

J. K. Dering,
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Chairman,
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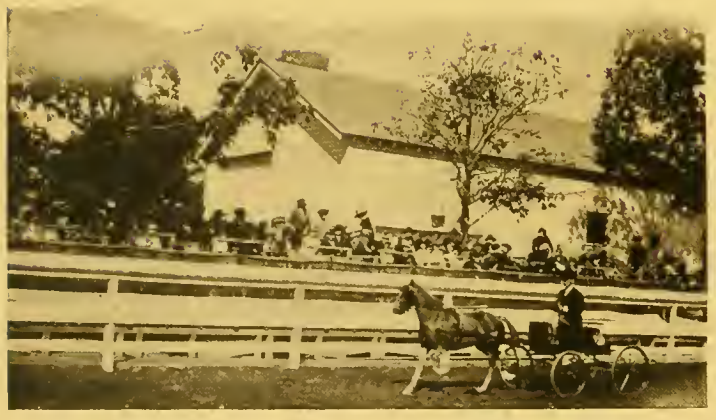


On the South Side the same good work has been going on, due to the efforts of the Association. The total mileage of bridle paths in Washington Park now numbers 2¾, while Jackson Park has 4 miles. It can be safely said that no city in this country or Europe has more and better bridle paths than those of Chicago.

If the Chicago Equestrian Association is given the support and the encouragement it has enjoyed in the past Chicago will soon head the list of cities in these respects: It will have the finest and most representative Equestrian Club in the United States, more miles of bridle paths in its park system than any other city, and a comprehensive system of paths connecting the South, North and West Park Systems with the Forest Preserve, and a bridle path in the new additions to the South Park System. Also, with the completion of the Lake Front Park Chicago will have a wonderful bridle path connecting Grant Park with Jackson Park and a bridle path linking the North Park System with Grant Park.

At present the activities of the Association are two-fold. They are directed toward increasing the membership of the organization until it numbers every rider and horse lover in Chicago, and to secure additional bridle paths throughout Chicago's park system and the surrounding County Forest Preserve. To accomplish the former objective this Year Book has a genuine mission, for its aim is to interest every horseman and horsewoman in the activities of the association and thus secure additional members. Every member will receive a copy of this book, and with the circulation thus assured many new members will become interested in our work.

A Club House and Arena for the exclusive use of the association is another project under consideration. It is planned to make this the most complete and elaborate in the country, surpassing anything of a similar nature ever undertaken. Committees have been appointed to further this project, and it is the hope of the Association that next year will see this far enough along to make its completion a reality. Our members feel that with other cities already owning magnificent riding club houses and arenas there is no real reason why Chicago should lag behind in this respect.

It has been the good fortune of the Association to secure recognition at the South Shore Country Club Horse Show, The Dairy Show and the International Live Stock Exhibition during the past season. Members of the Association figured prominently in these events by winning prizes, special classes being created for members of our organization.

All things considered, the growth and development of the Chicago Equestrian Association has been intensely gratifying. With the co-operation of all of its members it should forge ahead even faster during the coming years, until it shall have won for itself the proud name of being the country's most representative organization devoted to the interests of His Majesty, The Horse.

Just a Moment Please—

Think of a horseback riding friend or two who should be with us.

Three thousand members can do more and get more than can three hundred.

Otto Lehmann, Director

Thos. E. Wilson,
Director

Chairman,
Organization and
Building Committee

The Joys and Benefits of Horseback Riding

By Herbert J. Krum

Editor: The Show Horse Chronicle, Lexington, Ky.

HORSEBACK exercise is enjoying an unprecedented popularity at the present time in all parts of this country. It is not an over-statement to say that never before have so many people been drawn to this particular form of outdoor sport as is true just now. All of our great cities bear testimony to this fact, and in countless thousands of relatively small cities and towns there are numerous addicts to equestrianism in striking comparison with what was true only a few years ago. This statement seems to carry an inherent and necessary contradiction in turn, and to reconcile these seeming inconsistencies may afford a very engaging form of mental speculation.

Perhaps at no previous period in the history of this country have really good saddle horses been as scarce, as hard to find and acquire, or as costly to purchase when found, as is true now. It is well realized by all who are conversant with the subject that saddle horse breeding operations have reached within the past two or three years the lowest ebb in their history.

In Kentucky, Missouri, Tennessee and the other Southern states, from whence in the past time have come the greatest numbers of the saddle horses distributed in all parts of the land, production of fine saddle horses has reached an almost negligible stage. It formerly was true that any person desiring to purchase a fine saddle horse could go, or could send, to any one of hundreds of breeders

or dealers in Kentucky and exercise a range of choice relative to the purchase of a saddle horse that would include hundreds of animals, exactly counterable to such person's tastes, preferences, uses or necessities. Those having them to sell would constitute a most remarkable competition for such buyer's patronage, and if one cared to do so, he could within certain limits, almost dictate the price at which he could secure a saddle horse that was exactly what he wanted.

But this is no longer true. On the contrary, the fortunate possessor of a saddle horse in these days is apt to regard a would-be purchaser, not only with tolerant indifference, but probably also with distant disdain. And when such purchaser fortunately locates a horse that is within striking resemblance of anything that would remotely approximate his wishes, he is apt to find that the owner of such animal, when besought with a proper degree of deference, to designate a price which he will consent to accept for it, that the owner will nonchalantly now-a-days talk easily in terms of thousands, as a few years ago he would have been delighted to have talked in hundreds.

This is, of course, the inexorable result of the immutable law of supply and demand. And it probably in part accounts for the fact that saddle horse riding is now enjoying the degree of prestige and popularity by which it unquestionably is surrounded. When things become difficult to secure, everybody wants them. Since saddle horses have joined the small coterie of exclusive luxuries, costly and difficult to attain, everybody rides. The ownership and use of a saddle horse now carries with it a sort of distinction, and marks one as being the fortunate possessor of a something impossible of acquisition by his or her less fortunate fellow mortals. Hence, saddle horse riding is the thing. And so just as the law of supply and demand continues its uninterrupted sway, so the law of compen-

Albert W. Harris, Director

H. Walton Heegstra, Director

Chairman, Year Book and Membership Committee

Emerald Ray

sation finds here another illustration of its continued reign. The saddle horse gets even with the automobile.

A decade ago, the proud owner of a car regarded the fellow on a saddle horse with an air of disdainful superiority. Now the tables are turned. And from his lofty eminence the rider of a saddle horse regards the occupant of even the most opulent motor with a sublime smile of impeccable hauteur. But the popularity of the saddle horse depends upon a much more solid, and a great deal broader foundation, than the mere whim of fashion, or the constantly shifting currents of social prestige. The saddle horse of today must be regarded as both a utility and a minister to one's pleasure.

While it is undoubtedly true that the nature of the utilitarian purposes, to which saddle horses are devoted, have undergone a radical change during the last decade, the change has by no means obviated the fact.

It is true that people no longer use saddle horses for the purposes of making journeys, in the sense in which our forefathers used them, in the pioneer days, for coming from Virginia into the western vastnesses of the then unexplored Blue Grass region of Kentucky. But it is not less true that we do use saddle horses for other purposes of an entirely different but equally important nature. To illustrate: modern industrial and social life is conducted at a very high pressure, and with a consequent result of a constantly increasing depletion of vital and nervous energy. The modern business man, and the modern society woman, both live under an extreme tension, and everything proceeds at an extraordinarily rapid pace. The automobile itself has been a minister, and an instrument, contributing to this very result. The machine has brought the country to the city limits, and one of its most potent results has been to add measurably to the hours of our never-ceasing and restless activities.

As a consequence, some form of physical exercise has become an essential concomitant to our physical well-being and it is at just this point that the saddle horse enters with many of the requisites for our most respectful consideration.

It is confidently asserted that there is no other form of physical exercise that possesses so many, and such varied, advantages as does horseback riding. It is an homely but an ever-pertinent quotation that the outside of a horse is the best thing for the inside of a man, and unlike many antiquated proverbs, this one has the indubitable advantage of being literally true.

Horseback riding takes us into the open air. It is a gentle and yet a rigorous form of physical exertion. It stimulates and accelerates, but without too great a degree of violence, the circulation of the blood and arouses and moves to a rigorous and unwonted activity the sluggishness of a torpid liver. It causes unconsciously and pleasantly a stimulation of the heart beat, and the expansion of the lungs. It produces throughout the entire body a healthful glow of pleasurable exhilaration and a definite sense of bodily well-being. It makes one tired, but healthily tired. It is exhausting, but neither enervating nor depressing, and ultimately it super-induces an invigorating and restorative repose and slumber. It brings on the ability to enjoy that "sleep that knits up the raveled sleeve of care." It fits the man for the day's occupation, and brings to the woman the energy for the successful meeting of the cares and problems of an arduous social life. That horseback riding is distinctly beneficial in a physical sense is the universal experience of all who have ever enjoyed it, and it has the testimony of the medical profession, and of all physical culture scientists.

These are phases of utilitarianism quite as definite and important as were those utility aspects of the horse in his former role as a means of conveyance.

Dudley Rutter, Director

G. Russell Leonard,
Director
Chairman, South Side
Rides Committee

Many other forms of physical exercise have general recognition as being beneficial, but horseback riding is much more than merely beneficial. It is, for example, convenient. There are many forms of physical exercise available to any one; golf, tennis, the gymnasium, mountain climbing, hunting, swimming, and so on, in an endless and various enumeration. But compared with horseback riding, any of these present certain disadvantages and inconveniences.

Golf numbers hundreds of thousands of addicts, but to play golf means a protracted period of leisure; a journey to the links; the uncertainties of caddies, and many other things that makes playing golf require a definite and prearranged program. And so with practically all of the other forms of outdoor physical recreation.

Hunting means a journey; a lodge in some vast wilderness, and an absence from one's usual avocation. Everyone knows that the gymnasium quickly becomes monotonous, and though its benefits are unquestionable, it palls in its deadly routine.

Horseback exercise, in contra-distinction to all of the other things we have mentioned, need not interfere with one's regular business or social duties. It requires no special pre-arrangement; nor does it involve the assistance of any accessory. It is an ideal way to begin the day's work, and a brisk hour in the saddle in the morning is an ideal preface to even the most arduous daily task. It clears the cobwebs from the brain, and it puts a joy and vim into living that nothing else can take the place of, and that nothing else supplies.

One of the greatest advantages of horseback riding is the fact that the physical benefits are not ordinarily the prime purpose and motive for engaging in it. These physical benefits are really incidental; one might even say almost unconscious. They are a sort of bi-product. Usu-

ally one rides because one likes to do so. It is just pure, unadulterated, boyish fun. A man or a woman enjoys a horseback ride in exactly the same spirit as a kid enjoys a game of marbles. We do it for the fun of the thing, and subconsciously realize that in having our fun, we are also gaining distinct bodily benefits. And by one of the curious quirks of our physiological endowment we always benefit most from those benefits which are indirect, and unobtrusive, in their operation. Thus the horseback ride is first of all the thing we enjoy, and co-incidently the thing from which we benefit. This is one of its greatest virtues.

So then we have first of all, in favor of this form of beneficial enjoyment, its convenience. In the next place, it possesses the advantages of an endless variety and horseback riding is literally like Egypt's famous queen, of whom it was said, "age cannot wither, nor customs stale her infinite variety." We can ride in a different direction, into different scenes, into all sorts of conditions and localities, and enjoy all the infinite aspects of nature in all of her varying moods. All seasons of the year may be alike. One may make choice of either day or night, and to the equestrian, neither snow nor rain need be a necessary deterrent from the indulgence in one's favorite pastime. We have seen scores of Chicago equestrians cantering through the park when the ground was covered with a foot of snow; just as we have seen them returning when they came to the end of a perfect day, in the balmy air of a summer evening's twilight. Thus it is seen that to convenience is added to the pleasure of horseback riding, that of variety.

Again, and this is one of its most important aspects, horseback riding is a social form of sport. It has the incalculable attractions of companionship, and also invariably of congenial companionship. Usually one's horse is one's companion. A dearly loved and justly appreci-

Wm. E. Dee, Director

Dr. Geo. H. Musselman, Director

ated chum, and having all of the merits of a distinct and engaging personality.

The moods and humors of a horse are as various, as versatile, and as uncertain as are those of a woman. They are just as easily predicated, and this, of course, gives to one's equine comrade, all of the pleasure of the indefinite, and unknowable. Nor are we confined to the vagaries of but one horse. There are available for us all of these multiplied by just as many different horses as our inclinations may insight, and our check books afford.

Golf links are all very much alike. Every horse is just as different from every other horse, as one star differs from another. And usually the bonds between the horse and the rider is the closest, excepting only that between sweethearts, by which mortals are bound. If the poet in describing the affection of the Arab for his horse exaggerated, when he said, "more than maiden, more than wife, more than gold, and next to life, Russian the robber loved his horse," he exaggerated only a little.

And here we come upon one of the links in the chain by which men and women are so securely bound to their equine friend. For the horse is to its owner an object of real affection. Most people who own saddle horses love them, and their horses have a real personality that makes them objects of a genuine affection. Our horse is an object upon which we can pour out all of the pent-up emotions that arise in the human breast, and be sure of a just, even though dumb, appreciation and reciprocation. If our horses are frequently the objects of an almost idolatrous worship, we need never know that they are squandered upon an unrequited and ungrateful object. For we do know that, just as many people do really love their horses, so their horses do also love them.

Even this is not the whole of the story. For horseback exercising is a social enjoyment that extends beyond the comradeship of the rider and his mount. It is a pleasure

that one can share with one's friend; with all the members of one's family, and practically without limitation, in a truly community sense. What could be more enjoyable than sharing the advantages of physical benefit with one's sweetheart, or with one's wife and children, or with one's business associate, or even casual acquaintances, imbued with congenial and similar tastes. For, after all, man is a social animal and anything which one enjoys with one's fellows, by virtue of that very fact, takes on an added enjoyment.

These are but a few of the conspiring causes for the ever-growing popularity of the horse, as an instrument of both benefit and pleasure, in all parts of the country at the present time, and strange to say, the automobile at first feared as the horse's deadly rival, has become instead of proving such, one of the very means by which the use of the horse has been stimulated.

While it is true that the machines have crowded the horse off the city streets and boulevards, and from the country road, it has, at the same time, brought the park, the bridle path, the country estate, and the riding school right to our door. And, added to all of these advantages, which pertain to the horse in merely a personal and private pleasure capacity, there is added also the vast realm of the tanbark and the show ring, wherein man's nature as an imitative and competitive being finds unlimited scope for unlimited expression.

The show ring affords opportunity for the expression of every form of ambition and of all of the vicissitudes of uncertainty. It is the most democratic forum known to the world and one of the places where more than any other one must stand upon one's own feet and be rated in exact proportion to one's own demonstrable ability. Prince and pauper meet here upon an absolutely common plane and it is one of the few places still remaining unoccupied in

Carleton L. Elmes, Director

Walter Clyde Jones, Director

this world where the possession of mere wealth does not necessarily assure its possessor of the occupancy of the heights.

The owning of the best horse is not always, nor necessarily, a question of merely having money enough. Some poor devil that we might be able to buy, or sell, may own a horse immeasurably better than all others are, and have for that horse a feeling that would compel him to decline to part with him, for all the wealth that could be showered upon him and for which no sum of money would be any temptation as an exchange.

From a day far beyond the dawn of time, the horse has been man's inseparable companion; has accompanied him through all the stages of his progress down the centuries and the dawn of the twentieth century shows no indication that the long term of his dominion approaches, nor that his sovereign reign is about to be abdicated, before the inroads of any self-propelled vehicle, nor that the touching caress of his soft muzzle is to disappear in an atmosphere tainted in the fumes of dividolized gasoline. Horses have been and will continue to be man's inseparable companion, just as long as the human heart responds to sympathy and the human eye is subject to the appeal of beauty.

Doctor Grayson Tells How to Keep Well

"Horseback Riding the Best of All Exercise" for Business and Professional Men, He Says

"IF the present universal use of automobiles and elevators is continued we may expect our great grandchildren to be born without legs," is the rather startling declaration recently made by Dr. Cary T. Grayson, in writing about the importance of exercise and the way in which modern mechanical conveniences are leading so many per-

sons to live without it. Though not meant to be taken literally, the statement was intended to emphasize the fact that many people are making too much use of such labor saving machines and too little use of their own legs and arms; in short, that they are living a life of too much ease, so far as physical exertion is concerned.

The man who has been personal physician to three Presidents of the United States believes in the old saying that "the outside of a horse is the best thing in the world for the inside of a man."

"Horseback riding is peculiarly and par excellence the exercise not only for the business man, the office worker, the professional and all persons living a sedentary life, but as well for the working man, the laborer in shop and field and for those engaged in active outdoor pursuits. In order to secure the greatest benefits from this—as with all other exercises—it should be practiced regularly for a period of thirty minutes to an hour, every day if possible, but, if not, then at the most frequent intervals.

"Riding horseback is more than mere exercise. It gives a perfect and thorough massage to the entire system, not only to the muscles, but to all the vital organs, the heart, liver, lungs, kidneys, stomach, intestines, the tissues, nerves, brain, blood vessels, to every ligament and joint in the physical structure. It brings into healthful play every muscle in the human body, even to the muscles of the legs down to the tips of the toes in the stirrups. It may be that the legs receive the least of this exercise, but you may be sure that if the rest of the body is all right the legs will take care of themselves.

"Those who regularly practice horseback riding will not be troubled with a sluggish liver nor biliousness due to constipation, for this exercise in the saddle is above all others an intestinal stimulant. Nor under normal diet conditions will the continual rider ever suffer from the

John S. Hummer, Director

Benjamin F. Stein,
Director

Chairman, Entertainment Committee

tortures of indigestion, as the exercise is a most direct and active tonic to the digestive functions. Also, it greatly encourages if not compels deep breathing, which increases the supply of oxygen and so develops and strengthens the lungs, which in turn cleanses the blood. Aside from the general systematic benefits resulting from riding a horse the exercise is delightfully comfortable and gratifying, and the associations pleasant, for a horse is one of the most friendly and agreeable of companions.

"If proper exercise is not regularly taken," Dr. Grayson adds, "certain organs become defective, so that the heart is called upon to work at a higher tension in forcing the blood through the system."

From the October 20th Issue of the South Shore Country Club Magazine

South Side Equestrians will now realize and appreciate the good work of the Chicago Equestrian Association when they ride through the South Park System, as the new bridle paths leading from Drexel Boulevard to Washington Park are completed, as is also the Mounting Station at the junction of the two new additions.

This is an improvement that must be appreciated by all horseback riders. The Association is now turning its attention to connecting the parks by bridle paths leading to the Forest Preserve, and it is expected that very soon one of these paths along Peterson Road, on the north side, will be completed.

The Romance of the Horse

From "Rider and Driver"

A FEW years ago one heard on all sides that the horse was doomed to extinction, would soon be found only in a museum and many other cheerful prognostications. These sentiments were voiced by all sorts of people, and for all sorts of reasons. The natural born pessimist took special delight in telling you all about it, rubbing it in more particularly if he met you riding or driving, because, in common with all of his breed, he objects to seeing anyone enjoy himself in a natural way. The terribly up-to-date person, in order to show you how antiquated you and your ideas were, as compared with his own, voiced much the same ideas, expressed real pity for you and hoped that ere long you would see the error of your ways, dispose, at any price, of your horses and join the gas machine procession. Others, whose tastes inclined toward mechanical means of progression, told you that the world was entering on an iron and steel era and that, in order to keep your end up in either business or sport, you would have to give up the horse or be left entirely behind in the race.

The most earnest and vociferous of all the prophets was the man connected with the making or selling of motor vehicles. He pretended to believe, himself, and did his best to make everyone else believe, by means of garbled facts and figures, that the horse as an aid to business or recreation was done for. And he *did* succeed in doing quite a bit of harm to the horse industry. He showed the breeders of all classes of horses how foolish it was to continue to produce an article for which the demand was already lessening and would soon cease to exist; an article expensive to produce and grow to a marketable age; liable to all kinds of accidents from its

Dr. W. R. Neff, Director

John Williamson,
Director

birth up, which would soon be outclassed in every field of utility or amusement. Where he was successful in convincing a large or small breeder that to continue production was to court bankruptcy, the lessened production increased thereby the scarcity of horses and also very naturally the price of those still produced. He was then able to put forward the high price of horses as another reason why one should not buy them but rather invest in a motorized vehicle which would do everything but talk, would cover a fabulous number of miles at a nominal cost and which, according to him, would last practically forever. (He did not mention the sort of language it would produce from its owner when a tire blew up or it sidled into a ditch.)

The automobile *has* injured, to some extent, the sale and thereby the breeding of *harness* horses, whether it be the light leather trotting bred horse or the heavy leather hackney. But notwithstanding the more general use of automobiles, the carriage horse is slowly but surely making his way back among the wealthy people of New York, Washington, etc. It was they who bought the first machines, the largest and most expensive and ran them to their limit. They found, after all, that there was not much visible difference between their machines and those of their poorer neighbors, at any rate to the average passer-by. So now they incline to use their automobiles instead of trains and go back to horses for amusement.

Human beings are after all not unlike sheep. One sheep in the flock sees a gap in the fence and goes through it; the rest of the flock follow suit without stopping to reason why. So it seems extremely probable that the lead given at this time by the few will be followed ere long by the many and that the harness horse, while he may never entirely regain the position he formerly occupied, will become very much more the vogue than during the last few years.

The demand for horses to be used under the saddle for such purposes as road and park riding, hunting, polo and overseeing farm operations, stock driving, etc., as well as for ponies for children of all ages and sizes, has increased enormously both in town and country. The bridle paths of practically all the large cities are so overcrowded that the facilities for riding will have to be increased largely in the near future. Durland's, which is not only the largest and best equipped riding academy in America but in the world, has its accommodations for privately owned riding horses full to overflowing, and the same applies in a more or less degree to all the smaller establishments of a like nature.

Chas. A. Dunbar,
Director

E. J. Lehmann,
Director
Chairman, Finance Committee

The man whose pocket is plethoric with money, whether acquired or inherited, who finds his adiposity increasing to an alarming degree, his liver inactive, his mental faculties dulled and his zest in life gone and who finds that even sherry and bitters or cocktails (if he is lucky enough in this over-virtuous age to have such things) do not enable him to get up a semblance of an appetite for his three meals per diem, goes to his doctor to find what is the matter with him. If his physician is up to date and does not need to keep him on tap as a meal ticket, he will tell him to buy a high stepping hack (saddle horse), ride for an hour every morning before breakfast, have a cold shower and a good rub down on coming back and report to him in ten days or a fortnight. Our friend may require cushions in his chair for a few days but that will soon wear off. He will find his breeches buttons becoming less and less strained round his waist, his mental faculties clearer and more alert and his appetite returning to such an extent that the high cost of living will become a concrete instead of an abstract quantity. No matter what his age he will bid defiance to Father Time and his good doctor will see him no more.

So much for the benefit an adult can derive from the animal which was in the near future to become extinct.

There is nothing under the sun that makes and shapes a child both mentally and physically and teaches it the way it should go like the possession of a pony. And to it add a dog. Riding teaches a child to think clearly, to act quickly and to keep its temper under control. A pony teaches it a love for animals and whether it be used purely for amusement, as a means of going to and from school or for any other purpose, there is nothing can touch it as a means of building up a sane mind and a sound body. For quite a young child, a small Shetland pony is the best playmate it can have.

A child can begin its association with horses and get its daily airing and exercise long before it can walk by being put in a pannier on a steady pony's back. The nurse will find it much easier to lead the pony than to push a perambulator and will be much less likely to stop and gossip with her friends to the possible detriment of her charge. Later on the child will get its first lesson in riding, either bareback or on a pilch on the same pony. As time goes on, a Welsh or Exmoor pony will take the place of the Shetland and a real ability to ride will then be necessary. The next step will be a cob or pony of the polo type, not too wide, from 14 to 14.2 hands high. The youngster now nearing maturity should by this time be able to sit and handle anything on four legs and have an alert mind, a clean, sound body, self-control and a proper understanding of the meaning and importance of prompt obedience. All things of the greatest value to man or woman.

We do not, of course, deny the necessity for and utility of, motor vehicles of all descriptions, as there is a place for everything. But we wonder what results along the above lines you would have been likely to have achieved had we substituted a gas machine for the so-called obsolete horse?

Heman Gifford, Director
Chairman, North Side Rides Committee

Telephone Main 1990

names of all prospective members, and application blanks will be promptly mailed. We are after three thousand for 1921.

Chicago Equestrian Association Masque Ride at Dexter Park Pavilion, November 16th, 1920.

A notable event in the history of the organization, which opened the winter season of social activities.

Photo by L. Stanger

HUNTING COSTUME

PARK OR EVENING WEAR

Photo by Haas

IN MUFTI

Good Form for Women in the Field of Sport

From The "Rider and Driver"

By BELLE BEACH

SO MANY questions have come up about women's wear in the show ring, the fitness and unfitness, that I shall endeavor to give the "appointments" for different classes in their order. For evening and park classes a woman should wear a dark habit of some appropriate material either melton, or dark blue whipcord. Velvet collars may be worn, but this is a matter of taste. The coat is made in two styles, one, straight with two buttons, cutaway in front and with a bit of a flare; surely nothing looks smarter than a well cut shadbelly with appropriate waistcoat.

This type of coat must be well cut and should fit as well as a man's evening coat. High collar and a smart tie of some sort look very well, but to my mind, nothing is more appropriate than a high white stock well tied. White, buff or tan gloves may be worn. Of course, a top hat and black boots (I prefer patent leather.) A swagger stick should be carried and a flower in the buttonhole completes this costume.

In hunting classes, "appointments" must be absolutely correct. The habit is usually of dark melton, the collar should be of the "colors" of the hunt, the buttons stamped with the hunt insignia; a waistcoat is worn, same color as the collar. It usually has five buttons. Buckskin or dogskin gloves may be worn; a crop with a thong is carried. Under the flap of the saddle a pair of storm gloves are featured. On the right side of the saddle, back of the flap, a sandwich box is buckled. In that sandwich box is a flask and a sandwich case. If the class calls for "appointments," there must be a sandwich in the case and some sherry or port in the flask—*if you can get it.* A top hat is worn and always a hatguard for hunting. Buckskin or leather breeches are really the "swankest" thing to wear, but difficult to obtain in these days. However, breeches of some brown or tan material or cords are equally correct. The boots must be of black calfskin and patent leather tops (similar to a man's "cubbing" boots).

In mufti, one has a bit more license as to color and material. Tweeds and whipcords of tan, brown, gray, or even blue are worn. Smart collars with gay colored neckties, well tied are perfectly appropriate. A pot hat or even a soft hat may be worn well down on the head. Tan boots (I prefer the leg of thin, soft leather), or a boot called a field boot looks well with this sort of get-up.

For ladies' driving classes, pair or single, I think great care should be taken in selection of the costume. One can dress in two distinct ways, either in essentially tailor-made clothes, or charming afternoon costume, any color, as long as it is not too gay, which looks beautiful in a George IV class. Great care should be taken as to the fitness of the hat. Too large a hat coming down over the shoulders spoils an otherwise perfect line to this most perfect of all lady's turnouts.

Sleeves may be to the elbow, *no shorter*, or to the wrist; gloves of tan, gray or white. A card case with a fresh pair of gloves folded in it, tucked in at the side of the seat, gives a smart and well turned-out look. A raincoat with umbrella and storm gloves must be carried in the carriage, also the man must have his mackintosh and storm hat-cover under the seat.

In giving the "appointments" for these different classes I wish to emphasize the fitness of riding clothes. Several years ago, when fewer ladies rode in the horse shows and riding astride was not taken up to the extent it is now, clothes were more carefully and better made. The few women who rode, though looking old-fashioned to us now, were more appropriately dressed than the average woman you see riding in the park today. Even in riding astride a woman can look smart if she is carefully and well tailored. My point of view for women riding astride is that they should be quietly and inconspicuously dressed, breeches and boots and coat cut on well-made men's tailor type of clothes. The hair should be worn particularly pulled back and the hat well down. In the appointment classes, when women ride astride, I would suggest a pot hat, dark coat, whipcords, black boots, with patent leather tops, garters and spurs if worn put on properly.

Group of brood mares of O. W. Lehmann, Chesney Farm, Lake Villa, Ill.

Forest Preserves

By CHAS. H WACKER
Chairman, Chicago Plan Commission

HAS there ever been a real baby who, if given the choice between a horse and a doll, has not grabbed for the horse? Does not every boy beg for a "horsey" long before he knows what it means to ride or drive one? Are there any children, or have there ever been any, who have not craved to ride or own a pony? What child or grown-up has not gleaned beneficial humanitarian lessons from "Black Beauty"?

If the horse could talk he would tell us, and he could sincerely do so, that we have failed to appreciate fully his intelligence, his loyalty, the health-giving and thrilling pleasures he has helped us enjoy, and his willingness to serve unto death. He would tell us that all he asks in return is a kind word; humane treatment while in service and the same consideration after he has exhausted his physical strength at the behest of man. He could remind us of the very important part he has played in the making of history, not only on the battlefield, but also in the economic field, where his service has been and still is invaluable.

From time immemorial the horse has symbolized strength and faithfulness and his vigor and spirit have been perpetuated by the artists of all ages in statue and monument. However, my subject is not the horse, but Forest Preserves.

What does the law say in regard to creating forest preserves?

"Any forest preserve district organized under this Act shall have the power to create forest preserves, and for that purpose shall have power to acquire, in the manner hereinafter provided, and hold lands containing one or more natural forests or parts thereof, for the purpose of *protecting* and *preserving the flora and fauna and scenic beauties* within such district, and to protect and preserve such lands as nearly as may be in their *natural* condition for the purpose of the *education, pleasure* and *recreation* of the public."

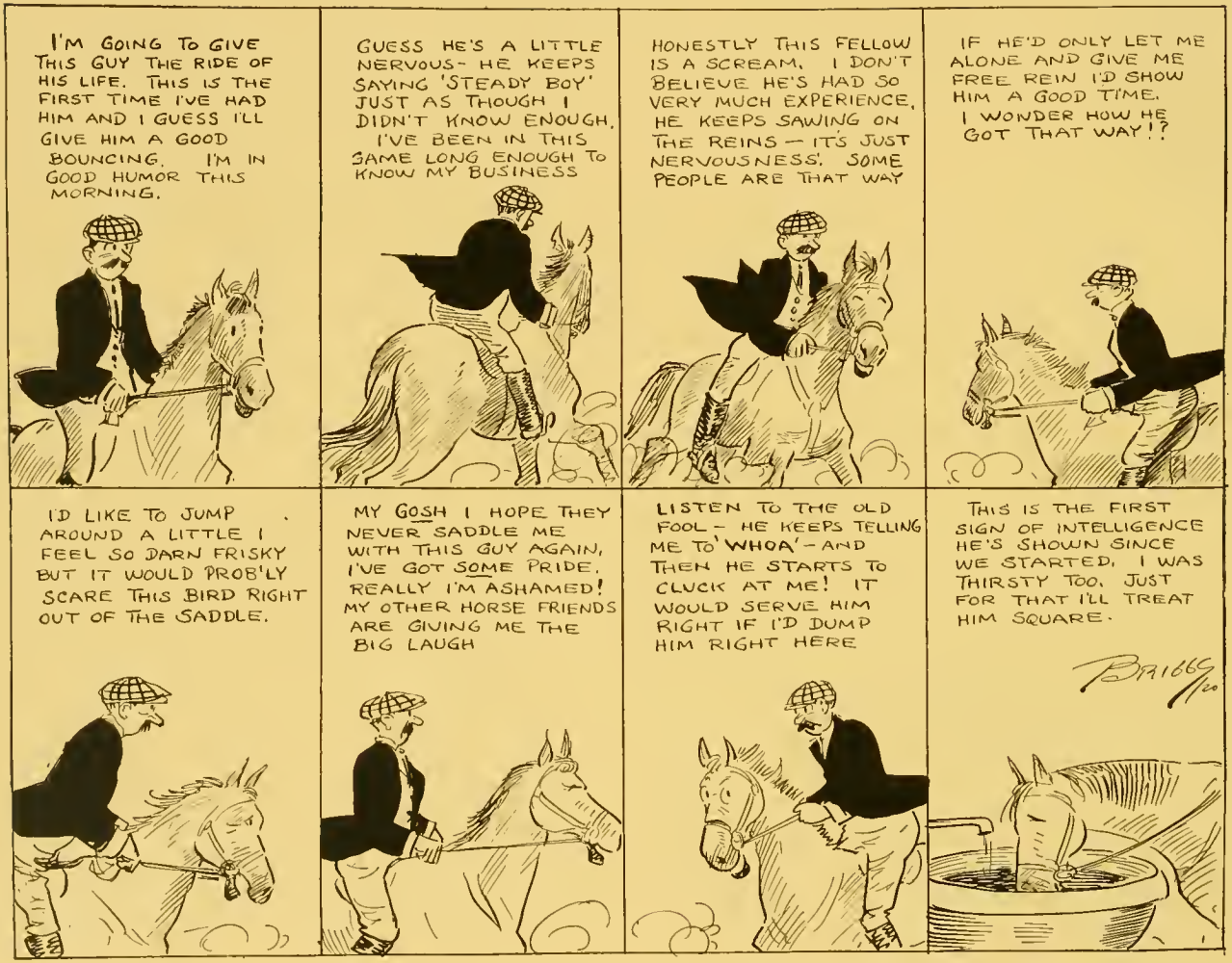
We do not yet fully realize that no city in the world has greater potentialities than the City of Chicago with its beautiful lake-front setting and its wonderful forest preserves encircling the entire city and that it can be made, not only the most beautiful, attractive and prosperous city on this continent, but also—owing to its wonderfully strategic position at the head of the great Mississippi Valley—the greatest metropolis of the country, if not of the world.

We must never lose sight of the fact that in these times, particularly in urban centers where the physique of man has so seriously deteriorated, everything within reason must be done, and done soon, to give people more light, more air and more playgrounds. The acquisition of the forest preserves in Cook County is a signal forward movement in supplying a medium for healthful recreation.

The park, boulevard and forest preserve systems of Chicago offer a splendid opportunity for the development and extension of bridle paths, convenient and accessible to every section of the city. Wherever possible bridle paths should connect the park systems of the city, as well as the park systems with the forest preserves.

I Wonder What a Horse Thinks About on the Bridle Path?

By BRIGGS



(Continued from Page 29)

The forest preserve system—stretching for miles along the border of the city and already embracing more than 17,000 acres—offers a truly wonderful possibility for an outer system of bridle paths. This encircling system of forest parks—when taken in conjunction with the existing interior boulevards and the proposed lake front development—makes a circuit of about one hundred miles.

Since the first forest preserve was purchased in Palos Park, August 3rd, 1916, over 17,000 acres have been acquired out of a possible 35,000. Already these preserves are being very extensively used. Today there can be seen in the various preserves primitive virgin timber, a profusion of wild flowers, rivers, creeks, natural and artificial lakes, which are used for swimming and bathing, ravines, athletic fields, golf grounds, picnic parties, family outings, Campfire Girls and Boy Scout camps—in fact, campers of all kinds.

The 148 acres of forest land presented to the Forest Preserve District by Mrs. Harold F. McCormick, to be used for a zoological garden will be patterned after one of the finest in the world. Lovers of birds find almost every kind of bird known in the Northwest, including quail and pheasant. The rivers and creeks are being stocked by the Illinois Fish and Game Commission and will soon become a great source of pleasure to the fisherman. Arborists, florists and horticulturists revel in endless variety of trees, flowers and shrubs—some of them very rare. Wonderful scenic beauties are now preserved and many more will be. All of this for the education, pleasure and recreation of the public.

The humanitarian, educational and recreational value of these country playgrounds cannot be computed in dollars and cents.

The Chicago Plan from its inception has recognized the vital importance of creating and maintaining health-giving recreational mediums, and the following quotation from the book, "Plan of Chicago," prepared under the direction of The Commercial Club by Daniel Hudson Burnham and Edward H. Bennett in 1909, should be of interest to all equestrians:

"No city conditions, however ideal in themselves, supply the craving for real out-of-door life, for forests and wild flowers and streams. Human nature demands such simple and wholesome pleasures as come from roaming the woods, from riding and driving through them, from rowing and canoeing and from sports and games that require large areas.

"The increasing number of holidays, the growing use of Sunday as a day of rest and refreshment for body and mind, tired by the exacting tasks of the week, together with a constant improvement in the scale of living, all make imperative such means of enjoyment as these large country parks will provide.

"Moreover, the development of especially beautiful sections will give marked individuality to our outlying park and forest preserve system, for it is by seizing on the salient features of a landscape and emphasizing them that the charm and the dignity of a city are enhanced."

Great credit is due the Board of County Commissioners of Cook County, Mr. Peter Reinberg, its president, and to the Forest Preserve Commissioners of the Forest Preserve District, for the manner in which the forest preserves have been acquired. It is an outstanding feature of public service well performed.

Plate by courtesy Rand McNally & Co.

A Few of the Beautiful Vistas at South Shore Country Club, as Pictured by Hance of Detroit—and Some of Our Members

The South Shore Country Club

By JOHN G. CAMPBELL, *President*

FROM its inception the South Shore Country Club has been deeply interested in equestrianism. In fact, it will be remembered that our Club is in many respects the successor to the Washington Park Club, and our Horse Show is the modern equivalent to "Derby Day" of years ago. It is only natural, therefore, that the South Shore Country Club should feel deeply interested in the Chicago Equestrian Association, which organization is devoted to the promotion of an interest in saddle horses and the pleasures and camaraderie enjoyed in horseback riding. Our annual Horse Show is, in the opinion of many of our members, our greatest annual event, and for its success we owe a large debt to the Chicago Equestrian Association, whose officers and members are always active as executives and exhibitors.

Through the co-operation of Chicago horse lovers, our Horse Show has grown to be an international exhibition with the best equines of this country and Canada entered in the different classes. It is regarded socially as the premier event of the Spring in the mid-west.

Moreover, it is an event emphasizing the democracy of our Club, where fair decisions are made in every event and it matters not whether the entry is made by one of the famous stables or by an unknown exhibitor. The rules of true sportsmanship are paramount, a spirit which is fostered in the Chicago Equestrian Association.

That organization was, last year, responsible for one of the most attractive features of our Horse Show when it became sponsor for the Children's Day Exhibition held on Saturday morning of Horse Show week. Through the efforts of the members of that Association, more than one thousand children, many of whom had never seen a horse show, were treated to a glimpse of some of the best animals in the world. These children were brought to the Club and taken home in conveyances furnished by the members of the Chicago Equestrian Association. While at the Club the youngsters were made happy by tasty refreshments. It was a great day for both the children and the Club.

Members of the South Shore Country Club have always been greatly interested in co-operating with the members of the Chicago Equestrian Association in extending the bridle paths in the South Park System. By reason of this effort the bridle path has now been extended to the southeast corner of Jackson Park immediately adjoining our Club, so that it is now possible to mount one's horse at our Club stables and ride through the entire South Park System on bridle paths.

Horseback riding is a sport which has withstood the rising tide of automobile popularity and with such an organization as the Chicago Equestrian Association behind this sport, there is undoubtedly a large future for equestrianism in Chicago, and the members of the Chicago Equestrian Association may continue to rely upon the active co-operation of the South Shore Country Club at all times.

The Opening Meet of the North Northumberland Fox-Hounds
John Clay, M. F. H.

The Sport of Kings

By MR. JOHN CLAY
Master of the North Northumberland Foxhounds

IN THE States we talk about hunting and it means shooting, but in the British Isles hunting means following the fox, the deer or the innocent hare. The fox hunter generally looks down with pity on a man who rides after a "carted" deer turned loose, or follows the gentle hare, who when pressed shows a cunning worthy of reynard. Hounds of different sizes are used. Long years of experience have demonstrated what is needed in size, color, pace and stamina. In the forest at Fontainbleau they use an immense hound to follow the wild deer who is harbored early in the morning, while at Arcachon, below Bordeaux, where they hunt the wild boar, a rough-coated hound something like the English otter hound is popular and well fitted to find his way through the underbrush and pine woods of that region.

My life has been spent entirely, so far as hunting is concerned, with fox hounds. Sixty years ago as a very small boy my father entered me to this great and glorious sport, a very small tricky Shetland pony being my steed. We saw a lot of sport. Then came a cob about fourteen hands high and at last a horse; then a stud of horses.

In farming days a pair of knee breeches with leggings, a rough Tweed coat and a cap made up our sporting toggery. Then came jack boots, corduroy riding breeches, a black coat, a top hat and a white stock. Lastly a red coat made by Tantz, also a pair of white breeches and a fancy waistcoat.

Bobby Peale, or his successor, made your top boots. Those with a velvet cap, made even an ordinary horseman look quite smart. Perhaps we carried this matter of dress too far. The gallant Shore, huntsman for many a year to the Duke of Buccleuch, thought so; still, most men have a sneaking admiration for a well-cut coat or an immaculate pair of top boots as you ride up to the "meet."

My career in hunting began in a modest way, as said above. Once a week when hounds met near your home you would steal away after a morning on the farm and join the joyous chase. Those were halcyon days, rich in experience and as you rubbed shoulders with a cosmopolitan lot some of the rough edges of youth were rubbed off.

When I was a boy the Earl of Wennyss hunted Berwickshire and North Northumberland. If you have read Handley Cross, the greatest sporting novel ever written, you will recollect that when Richard Bragg applied to the immortal Jorrocks for a huntsman's place, one of his own recommendations was as follows: "I will hunt a fox with any man—with the great Lord Elcho himself."

The Elcho of that day became the Wennyss of my day and I remembered the old man coming up to the meet with a very flashy pack of hounds. When I knew him first he was past the three score and ten, but he carried the horn and I hunted with him in his eightieth year. In his young days he was a wonderful sportsman. For some years he lived in Kelso, Scotland, a beautiful town in the heart of a romantic and very sporting neighborhood. There he kept a pack of harriers. He would go out early in the morning and account for a hare, possibly two. Then he joined the Duke of Buccleuch's fox hounds at 10:45, then hunted by the famous Will Williamson and saw them kill a fox.

(Continued on Page 121)

Thos. E. Wilson on "Kentucky Choice"

Edellyn Farms

Wilson, Illinois

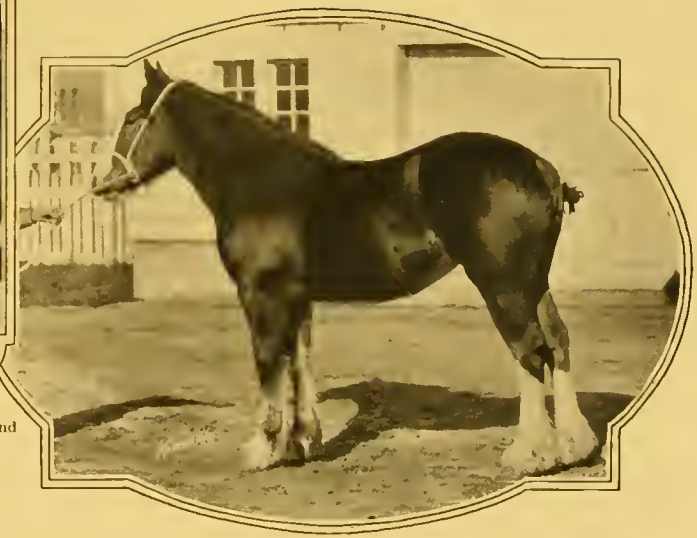
EDELLYN FARMS, the name given to Mr. Thomas E. Wilson's country home, is a combination of the names of his daughter, Miss Helen Wilson, and his son, Edward Foss Wilson. The estate lies within a short distance from Lake Forest, though the nearest railroad station is Wilson, Ill.

Edellyn Farms consists of approximately 450 acres and is farmed intensively. Grains of various kinds are raised for feeding to the live stock, which is Mr. Wilson's principal diversion. He specializes in high-grade saddle and harness horses, Clydesdale draft horses, besides devoting much attention to breeding and raising Shorthorn cattle and other pure bred live stock.

In the summer months, Mr. Wilson and his family spend most of their time at the country home, while in winter, weather permitting, Mr. Wilson finds recreation in making week-end trips to his farm.

Photos by Hildebrand

Edellyn Farm House



Type of Clydesdale Bred at Edellyn Farms

"The Saddle Stallion 'Kentucky's Choice'" shown on Page 36 has been a winner for many years in all parts of the country, in the five gaited and model classes and is one of the most celebrated sires living. In addition to this, Mr. Wilson has been using an imported thoroughbred stallion and is now developing a lot of very high grade youngsters, suitable for park or hunting.

The Farm is located on Telegraph Road, five miles north of Deerpath Ave., where visitors interested in high grade live stock are always welcome.

"Mlle. Denise" and "Bunkie" Arriving at Camp Devens

"Crabbett" at Ft. Ethan Allen Before the Start

"Rustem Bey" and "Crabbett" Arriving at Camp Devens

The 1920 Endurance Test for Cavalry Horses

By ALBERT W. HARRIS

THE second 300-mile ride for the United States Mounted Service Cup was held October 11 to 15, inclusive, over the old course from Fort Ethan Allen, near Burlington, Vermont, to Camp Devens, at Ayer, Mass. Stops were made as formerly at Northfield, St. Johnsbury, White River Junction, Vermont, and Concord, New Hampshire, the route being approximately sixty miles between the night stops. Some of the most noted horses in the country, ridden by well-known horsemen, were among the contestants and more interest than ever was taken in the event by the Army and horsemen generally on account of the large number of entries and the particularly difficult conditions.

Special interest developed in observing the ability of the horses to carry the extra weight and to negotiate the distance in less time than taken last year. This year each horse carried, including rider and equipment, 245 pounds instead of 200 pounds required last year, and the rules required the course to be covered each day in thirteen hours, with a minimum of nine hours, while last year they were allowed fifteen hours, with a minimum of ten hours. It was not expected that the horses could make as good time this year with the extra forty-five pounds of weight as they did last year, but, to the surprise of almost everybody, they made it in less time. For example, the horses winning last year made the route

each day in ten hours or under eleven hours. This year it was made in nine hours and under ten hours and on one or two occasions some of the best horses came up to the post in less than nine hours, but were not allowed to finish until the nine hours had expired. One horse particularly, Crabbet, a thoroughbred Arabian, covered the 61.8 miles on the fourth day in eight hours and seven minutes. He is owned by W. R. Brown, of Berlin, New Hampshire, and was ridden for three days by H. S. Gregory, but the last two by H. E. (Jack) Fretz, famous here in Australia for his riding ability. The weather this year was ideal for the test and the horses were in better condition, which had a great deal to do with their performance.

The route was especially adapted to test the endurance and courage of the horses and the riders as well, as all kinds of roads were traversed and the hilly or mountainous character of some of the country made it almost impossible for a horse not accustomed to the hills to make a good showing. The results indicate, however, that the horses participating were in excellent condition, as practically all of them had been worked over this country in training; so, while nearly every horse had a minor mishap or two, none of them or the riders were hurt and those that finished looked fit to continue the forced march, although, no doubt, if the course had called for another day's ride, two or three of those that finished would have turned up missing. As it was, only ten of the twenty-seven that started from Fort Ethan Allen reached Camp Devens.

The judges were very particular not to allow a horse to continue in the contest if he showed any signs of lameness or distress of any kind, so that, while the Society for the Prevention of Cruelty to Animals was on hand through its representatives at the state lines and at the stables at night, they complimented the judges on the

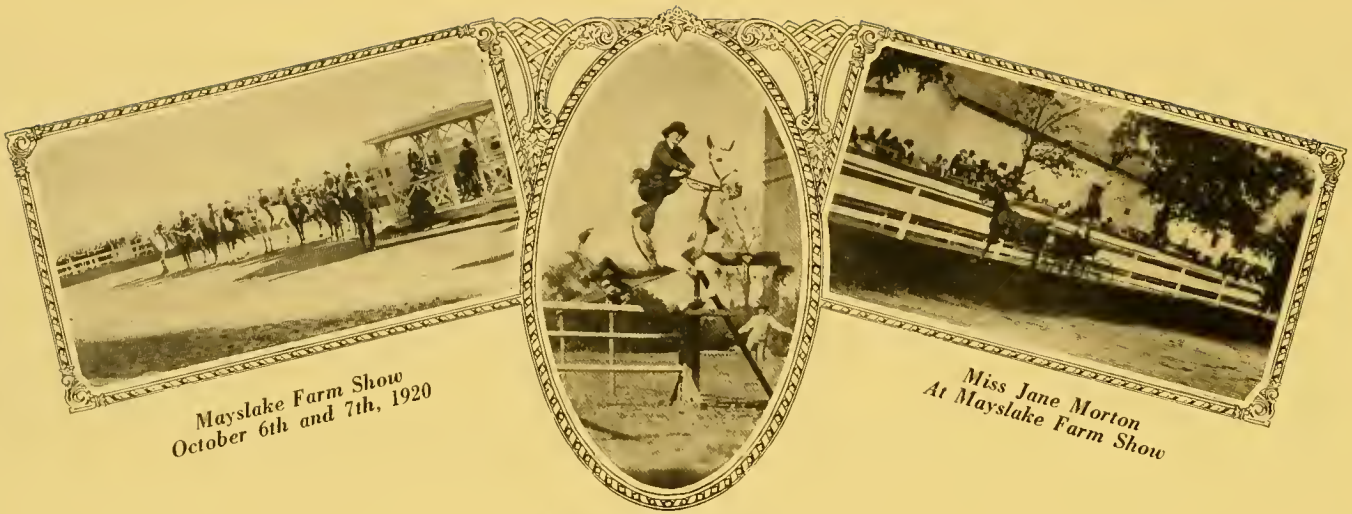
Kemah Prince Ridden by Albert W. Harris

splendid condition of the horses and the way in which the contest was carried out. The start the first day was made between 6:00 a. m. and 6:30 a. m. and gradually advanced, until the last day it was made between 5:00 a. m. and 5:30 a. m., so as to enable all the horses to finish before dark.

There were thirty-four horses out of about fifty which had been in training for the event which were ready to go and were entered for the Contest on September 15, but of these only twenty-seven qualified and started. Among the twenty-seven were: 6 Morgans or grade Morgans, 9 thoroughbreds or grades, 10 Arabians or grades, 2 standard bred.

Among the thoroughbreds were such famous horses as Moscowa and David Craig, winners of long distance races on the turf, entered by the Thoroughbred Endurance Test Club of Kentucky. Helmet, winner of many a long distance race and owned by Edward R. Bradley, was also on hand, but went lame and was withdrawn just before the start. These horses, including Majolla and U-23, had

(Continued on Page 42)



Mayslake Farm Show
October 6th and 7th, 1920

Miss Jane Morton
At Mayslake Farm Show

Mrs. Stuyvesant Peabody
Jumping at Hinsdale, Ill.

Of great interest to lovers of horses was the First Annual Horse Show recently held at Mayslake Farm, the country estate of F. S. Peabody, near Hinsdale, Illinois.

Among the exhibitors were Mr. and Mrs. J. K. Dering, Mrs. Loula Long Combs of Kansas City, O. W. Lehmann, Woodin Farms, John R. Thompson, Mrs. Stuyvesant Peabody, B. L. Behr, William E. Dee, Robert C. Wheeler and Mrs. Francis S. Peabody.

Miss Helen Morton, riding "Miss Bunty," was one of the first blue ribbon winners. She was presented with the horse by Mrs. Peabody after the event. Revelation and Reputation, owned by Mrs. Loula Long Combs, attracted considerable attention as winners in the class for harness pairs.

In the single harness pony event Mrs. Jackson K. Dering's "Hawthorne Bell" won the honors. Mrs. O. W. Lehmann, riding "Baby Vampire," was first in the class for three gaited saddle horses, with "Homestead Choice," owned and ridden by Mrs. J. M. Harris, a close second. "Cleo Belle," owned and ridden by Charles Piez, was an easy winner in the class for three gaited saddle horses of 15:2 hands and over.

The high jump on the first day, won by Mrs. Peabody's "Great Heart," and the triple bar jump on the second day, by Robert C. Wheeler's "Sunny Brook," were to many the classic events of the show. The steeplechase was hotly contested between Mr. Wheeler's "Glodiva" and Mr. Lehmann's "Shrapnel," with "Shrapnel" the winner.

All the expenses were paid by Mr. Peabody and the gross proceeds donated to the Salvation Army. The show was given under the management of W. S. Blitz of New York, with R. H. Williams, Jr., of New York, E. B. Chase of Philadelphia and Val Crane of Chicago as judges. The committee on arrangements included Prentiss L. Coonley, G. G. Woodin, Edward J. Lehmann, T. E. Wilson, B. L. Behr, Charles Piez, W. E. Skinner, O. W. Lehmann, S. Peabody, F. O. Butler, Frederick C. McLaughlin, and J. K. Dering, chairman.

F. S. PEABODY, Owner

MAYSLAKE FARM

Hinsdale Illinois

Hunters and Saddle HORSES

Breeders of

Big Type Poland China Hogs

Single Comb Buff Orpington Chickens

"Oldest Strain in America"

been sent up into Vermont for training and were supposed to be ready—at any rate willing—to carry the cup back to Kentucky. Of these only Moscowa, ridden by Sam Velnor, was present at the finish, but in no condition to win a place. Of the five grade thoroughbreds, only two finished, Bunkie, of the United States Remount Service, ridden by Lieutenant McCreery, and Mlle. Denise, owned and ridden by Major Stanley Koch, of Washington, D. C. These two horses made the pace for the first three days and caught the riders of the Arabian horses napping.

They thought these horses were setting a pace that could not be kept up and so, when it was too late, they started to make up the lost time, but these grade thoroughbreds, well ridden by Lieutenant McCreery and Major Koch, stayed the entire route and made such good time every day that they secured first and third places, first going to Mlle. Denise and third to Bunkie.

Among the ten Arabs or Arab grades were such horses as Rustem Bey, who finished first last year, but was disqualified on account of developing a slight lameness the last day; Ramla, who won the Contest last year; Kingfisher, owned and ridden by Colonel Frank Tompkins (he carried Colonel Tompkins into Mexico with General Pershing and won second place last year); and Crabbet, one of last year's contestants. Two other Arabian entries finished, namely, Noam and Kemah Prince.

Of the standard bred horses there were only two entries by John E. Madden, Lord of the Nursery and Avil Watts. Neither of these horses finished.

Among the six Morgans only two finished. They were Castor, entered by the Morgan Horse Farm, which made a very good showing last year, and Dolly, owned by Mr. Stillman, president of the Morgan Horse Club. Dolly was the only Morgan to get a place and that was the last, or sixth.

Major Koch, who won the cup and the Arabian Club medal, and Lieutenant McCreery rode a splendid race, but Rustem Bey, ridden by A. A. Langley, and Crabbet, ridden by Jack Fretz, both Arabians, owned by W. R. Brown, might easily have changed places with them if they had been allowed to go faster the first three days. As it was, Rustem Bey was awarded second place and *was the only horse to finish in perfect condition*, and Crabbet was awarded fifth place. Fourth place was awarded to the Arabian horse, Kingfisher, and the last or sixth place went to Dolly, Mr. Stillman's grey Morgan mare. The other four horses which finished did so in the following order: Kemah Prince, Castor, Moscowa, and Noam.

The relative standing of the ten horses which finished, as given by the judges, was as follows:

No. and Name of Horse	Condition (50 Pos.)	Speed (40 Pos.)	Feed (10 Pos.)	Total
1 Mlle. Denise	40	36.10	6.92	83.02
2 Rustem Bey	50	26.63	1.31	77.94
3 Bunkie	35	36.17	.48	71.65
4 Kingfisher	45	16.49	7.76	69.16
5 Crabbet	30	24.90	6.10	61.00
6 Castor	38	12.90	5.78	56.68
7 Dolly	40	13.33	.58	53.91
8 Noam	30	11.23	10.00	51.23
9 Moscowa	25	25.50	.00	50.50
10 Kemah Prince	25	14.00	1.76	40.76

All of the horses lost weight during the race. Mlle. Denise lost the least, only 25 pounds, while Noam lost the most, 65 pounds. The average loss was about 50 pounds per horse.

The list of prizes was as follows: First, Mounted Service Cup, Arabian Horse Club Medal, and $600; Second, $400; Third, $300; Fourth, $200; Fifth, $150; Sixth, $100.

These percentages are not as high as those made last year, when Ramla won with a percentage of 92, but the

added weight probably accounts for the lower percentage this year. A full list of the horses that started, with their breeding, is given below, which shows that: None out of 2 standard bred finished; 2 out of 6 Morgans or grade Morgans finished; 3 out of 9 thoroughbreds or grade thoroughbreds finished; 5 out of 10 Arabs or grade Arabs finished.

This record for the Arabian horses *(which are the smallest)*, with 245 pounds up, is quite remarkable and is no doubt as much in their favor as their performance last year, when they won all the places with two hundred pounds up.

Name of Horse	Breed	Sex	Color	Owner
Moscowa	Thorobred (Reg)	Gelding	Bay	Thorobred Endurance Test Club
Majolla	Thorobred (Reg)	Mare	Chestnut	Thorobred Endurance Test Club
U-Twenty-three	Thorobred (Reg)	Gelding	Chestnut	Thorobred Endurance Test Club
David Craig	Thorobred (Reg)	Gelding	Chestaut	Thorobred Endurance Test Club
Tar Baby	Grade Thorobred	Gelding	Black	Walter C. White
Sally Townsend	Grade Thorobred	Mare	Black	Col. H. S. Neilsoo
Bunkie	Grade Thorobred, ½ bred	Gelding	Chestnut	U. S. Remount Service
Mlle. Denise	Grade Thorobred, ⅞ bred	Mare	Brown	Capt. DeF. W. Morton, U. S. A.
Captain Hurd	Crade Thorobred	Geldiog	Bay	U. S. Cavalry
Dawn	Arab (Reg)	Mare	Bay	Albert W. Harris
Rufik	Arab (Reg)	Stallion	Sorrel	Maj. J. L. Plassmeyer, U. S. A.
Crabbett	Arab (Reg)	Gelding	Chestout	W. R. Brown
Noam	Arab (Reg)	Mare	Chestnut	W. R. Brown
Sargon	Arab (Reg)	Stallion	Chestnut	W. R. Brown
Ramla	Arab (Reg)	Mare	Bay	W. R. Brown
Kemah Priuce	Grade Arab, ½ bred	Gelding	Gray-roan	Albert W. Harris
Kingfisher	Grade Arab, ⅞ Arab, ⅛ Thorobred	Gelding	Bay	Col. Frank Tompkins
Rustem Bey	Cross-bred, ½ Arab, ½ Standard	Gelding	Chestnut	W. R. Brown
Colon	Cross-bred, ½ Arab, ½ Scotch Pony	Gelding	Chestaut	Spencer Borden
Lord of the Nursery	Standard-bred	Gelding	Bay	John E. Madden
Avil Watts	Standard-bred	Gelding	Bay	John E. Madden
Scotland	Morgan (Reg)	Stallion	Chestnut	Morgan Horse Farm
Dolly	Morgan (Reg)	Mare	Gray	C. C. Stillman
Castor	Morgan (Reg)	Gelding	Bay	Morgan Horse Farm
Golden Glow	Morgan (Reg)	Mare	Chestout	Morgan Horse Club
Salsbury	Grade Morgan	Gelding	Chestnut	Morgan Horse Club
Queen	Grade Morgan	Mare	Chestnut	E. E. Darling

Aside from the purely military character of the Contest and the valuable data gathered regarding what certain breeds of horses can do was the personal side. It is a great satisfaction to know that we still have "game sports" among us. Apparently everybody who started was "game." One man arrived at Fort Ethan Allen with nine stitches freshly taken in his arm as a result of a train wreck the day before and he started on the ride and would have continued if the judges had not ordered another rider to take his place. Another had to have his boot cut off at the end of the third day, but he had ridden through, brought in his horse in good condition, and cared for him before asking help for himself. Everybody took care of his own horse, lived up to the rules, never talked back to the judges, took his medicine (so called) when his horse was ordered out of the Contest, helped one another where permissible, and congratulated the winner and, though often dead tired, everybody was always cheerful. You don't often get that combination of men and horses together, but when you do they are hard to beat.

The success of the test was due in a great measure to the good work done by W. R. Brown and Major George, assisted by Mr. Berry. The judges were Major Henry Leonard, Major C. A. Benton, and Harry Worcester Smith. Major George superintended the weighing, feed, and accommodations, and at all times an Army veterinary and farrier were in attendance.

The rules for next year's Contest are not yet out, but it is understood some changes will be made so as to secure more entries and permit of more horses finishing. If a larger per cent is allowed for condition, the real merit of the Contest will be secured, namely, the ascertaining of what *strain* of horse stands the test best and not which *horse*, which was the case last year and this, when only one horse finished in perfect condition.

A Visit to Chesney Farm

By OBSERVER

"WHAT sort of a place is it?" one asks when told that at Mr. O. W. Lehmann's Chesney Farm as many as 4,000 people have attended a one-day horse show and plowing match. And as may be judged from this statement, it is a most unusual place, and well worth visiting. For I was not prepared for what I saw there, any more than you would be were you to visit this wonderful estate.

Situated in Lake County, five miles from the Wisconsin state line, 50 miles out of Chicago, Chesney Farms comprise some 640 acres of choice farm land in this garden spot of Illinois. Here Mr. Lehmann raises his own feed, hay, oats and corn, there being about 6,000 bushels of oats, 600 tons of hay harvested last year, and approximately 150 acres in corn.

Chesney Farms have long been famous for Belgian horses, American saddle bred horses, hackneys and thoroughbreds. Lately a kennel of airedales has added to the renown of Chesney Farms—all of the dogs being champion animals. The Chesney Kennels are well known today in the dog world to thousands of lovers of fine dogs.

At present the buildings at Chesney Farm are undergoing complete reorganization. A magnificent riding school is completed, housing what is probably the largest private ring in the country. This ring, more than 200 feet long and 70 feet wide, is in direct connection with 30 box stalls. The total number of buildings includes four stables, one of driving horses, one of saddle horses, one thoroughbreds and jumpers and one of brood mares. All told there are about 160 head on Chesney Farms. In the collection of brood mares the aim of Mr. Lehmann has been to have desirable conformation combined with the breeding mated with sires of correspondingly good conformation and breeding. The object of course being to obtain the breeding of saddle horses for the show ring. This not only applies to saddle horses but to thoroughbreds and hackneys as well.

"Garrard Hunt," an Intensely Bred Denmark-American Saddle Bred Stallion, Leading Sire of The Chesney Farm, Lake Villa, Ill.

Everything bought for Chesney Farms is purchased with the idea of successful breeding in view.

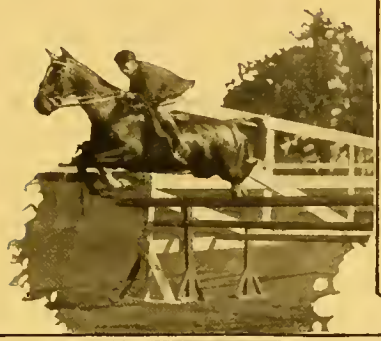
Chesney Farms is ideally located and magnificently equipped. It has its own pumping plant and maintains elaborate blacksmith shops. It breeds most of the horses shown by the farm in the prize ring. It now has a stud of seven stallions headed by "Garrard Hunt," an intensely bred Denmark.

It is Mr. Lehmann's plan to have a local horse show at Chesney Farms next October with Chicago entries; no mean ambition for a Lake County farm, we should say, but those who know Mr. Lehmann realize he will get away with it. This year, with an attendance of more than 4,000, there were over a half dozen outside entries. Chesney Farms comprise the largest breeding establishment in Lake County, and Lake County, be it known, has more brood mares than any state in the Union. That, we think, is some record. What do you think?

Some Action at O. W. Lehmann's Chesney Farm

Lake Villa, Illinois

Drumfire Taking the Triple Bars



Three Blue Ribbon Winning Jumpers Surefire, Drumfire, Fireaway

Saddle Class Under 15:2

A Visit to the Forest Preserves

By RANSOM KENNICOTT

THE most interesting places to visit are the Cook County Forest Preserves. The finest way to visit the Preserve is on horseback. Even though the horse is used as a means of conveyance only, it is the best means of conveyance through the Preserves. Railroad trains, street cars and automobiles may take one to the Preserves, but unless one hikes the horse is the only means of transportation through the Preserves.

If a way were made for automobiles to the choice wild spots in the Preserves their charm would be marred. The distances are too great for most men and women to walk, so a horse is the only solution. If we wish to have more than one outside acquaintance with these charming natural parks, we must make that acquaintance on foot or on horseback.

Bridle paths through the Preserves tend to add to its charm; it needs nothing artificial. The horse and his rider prefer the natural turf to cinders. A path through the forest winding among the trees, uphill and down, crossing ravines and fording streams in shallow places, narrow where it is necessary, then widening out through a clearing or across a meadow for a gallop—this is a delightful bridle path. With this Forest Preserve bridle path as contemplated, it will be the greatest opportunity for horseback riding to be found anywhere in the United States.

What more charming than to follow the winding banks of the Des Plaines River mile after mile without a fence or a hindrance? To establish these bridle paths entails a very small cost; the cutting out of a few shrubs, the lopping off a few limbs and the thing is done.

We are rapidly buying the connecting lands between the stretches of forest already owned, and as soon as that is done the bridle paths will be open to the riders. Fences are disappearing as fast as we come into possession of the property, and wire fences are the greatest obstacle to the equestrian.

The Forest Preserve is using its influence to have a bridle path on Peterson Avenue, being constructed one hundred feet wide, from the heart of the North side riding district through our Preserve. We are expecting to open an avenue from the Caldwell Preserve southwest to the Des Plaines River Valley. Along this way also we plan a bridle path.

We hope to establish stables at various points on the Preserve where horses may be boarded at reasonable rates, and where they may be rented by people desiring to ride. Also, if our present plans are carried out, we will have burrows for the children, a safe and delightful way to penetrate through the innermost recesses of our wilderness. We believe that the horseback riders will not only find great joy in riding these trails, but will add much to the picturesque charm of the Preserves. The canoe on the waters, log cabin in the woods, and the horseman on the trails were the first step from the wilderness and seem most appropriate in our natural woods.

A few years ago everyone rode horseback; now it is a luxury enjoyed by a few and chiefly the wealthy class. We hope that the Forest Preserves will be the means of bringing back, if not universal horseback riding, at least that it will become a popular pleasure. We want nothing on the Preserve which seems unnatural, but in our great scheme of "Saving the Outdoors" we feel that the man on horseback fits in.

AT WHAT AGE SHOULD A CHILD BEGIN TO RIDE HORSEBACK?

By A MEMBER

THIS question often asked, is one that is not easily answered, inasmuch as it depends largely upon the physical condition of the child. A normal, well developed child who has courage can be started at six with impunity. A child of six who is not well-developed, with a tendency to be nervous or diffident should be discouraged, for the excitement incidental to riding is detrimental, and nervousness is frequently communicated to the mount, causing bad manners often with disastrous results.

For the beginner it is most essential that proper appointments as a proper mount be secured. A saddle to fit, the English Pigskin Park Type saddle that is so generally used both in this country and England, is deemed preferable. The reins not too large for the hands to manage, the first stirrups should he the box or closed type with safety releases which prevents the rider from being dragged if thrown, supplanted later by the open steel stirrup when a good seat has been established. The Fitz William or Double English girth afford maximum safety. For precautionary measures a small, round, leather hand loop should be placed just in front of the pummel of the saddle, so in the event of the horse or pony being suddenly frightened a beginner can grasp, which often prevents bad falls. A light whip or crop is essential; the use of spurs should not be allowed.

Quite as essential as the time when a child should begin to ride is the selection of the proper mount, and often times a parent or instructor will select a small pony instead of one that is larger which can be used by the same rider for a number of years before it is outgrown, and then be handed down and enjoyed by a younger member of the family.

The satisfactory size pony for the average beginner is one ranging in height from eleven to thirteen hands. An animal with a good body, short in back with substance, intelligent, having good manners, one who is not given to stumbling and preferably a pony that is broke to both ride and drive, for during winter months asking one to ride often imposes hardships where the same child can be supplied with a sleigh and not only enjoy, but afford pleasure to others, by partaking of a winter's day drive.

After the mount has been secured, before introducing the beginner to the saddle, let him, with the leading-out bridle, walk the pony about so as to form an acquaintance before the saddle is placed and the first ride taken.

On the day of the first lesson it is well to take only a short ride and a generous part of it should be taken a walk or slow pace, after which the beginner should be given a warm bath and a rub with either arnica or alcohol to prevent lameness.

After a few lessons, the pupil becoming familiar with the saddle and acquainted with the different gaits, the rides can be made longer without fear of fatigue or over-exercise. The park gaits should be observed and racing or running should not be attempted.

Children who start in horses frequently become imitators and what they see adults do, attempt. For this reason instructors who are careful about their form in riding, pace, etc., convey, intuitively, the same practice to the pupil. Few things are more refreshing than a horseback ride on a bright day and the bridle paths forest preserves, etc., that surround Chicago lend inducement to beginners that few cities can afford. With the stock farms that are near Chicago it is not a hard matter to secure a mount suitable for park riding. This form of exercise cannot be too heartily endorsed.

Cedar Crest Farms

Owner, J. K. Dering
Lake Villa, Illinois

CEDAR CREST FARMS, owned by J. K. Dering, are located on the banks of Fox Lake near Lake Villa, Illinois, on the Soo Line Railway, about fifty miles northwest of Chicago.

Commencing in a very modest way about twenty years ago, Cedar Crest has now developed into an institution comprising approximately 400 acres, fully equipped with modern devices and operated along systematic lines designed to produce the best results in the breeding of Hackney Ponies, Saddle Horses, Jersey Cattle and Berkshire Hogs.

"Polly Southworth" Driven by Mrs. Jackson K. Dering

"Watchful" Ridden by Jackson K. Dering, Jr.

Photos by Haas

"Dink Stover,"
Three-Gaited Saddle Horse

"Royal Cleopatra" Driven by Mrs. J. K. Dering

Cedar Crest bred cattle and hogs have been established in practically every State of the Union and, while the horse and pony section is but a recent addition, it likewise has demonstrated its popularity. The large number of horses, ponies, cattle and hogs always on hand and the close proximity of the Farms to Chicago, making them readily accessible either by train or automobiles, affords an inducement to members of the Chicago Equestrian Club to visit Cedar Crest.

Horse Barns, J. K. Dering
Lake Villa, Ill.

Photos by Haas

Bridle Path at Olympia

Olympia Fields — the Equestrian's Paradise

THERE is a treat in store for those who have never visited the Olympia Fields Country Club, which is located only an hour's ride from Chicago by motor or train.

Upon arrival one is immediately impressed with the charm of its long vistas of smooth turf, interrupted here and there with a pleasing change in slope, sweeping off majestically through their borders of tall, overhanging trees and natural undergrowth. An occasional knoll, crowned with a low-hanging crab-apple tree, juts into the open and adds to the feeling of great distance. Tall oaks tower imperiously over the smaller growth that fills so densely the wooded plots, lending variety to the far-off sky-line, while green of every shade removes all possibility of monotony. In odd corners and in unexpected hollows, clumps of wild flowers add their cheery note of bright color, small birds dart in and out of the deep shade, miniature people move about in the distance, and one stands fascinated by the sheer beauty of the picture.

Winding through the grounds and woods, are bridle paths which invite an early morning canter on horses which are kept in stables on the grounds.

Eventually a polo field will be laid out to attract the more daring riders who wish to display their skill on the field.

An Equestrian Committee is now working on plans for the further development of these sports at Olympia which, with the surrounding country, is destined to become the most popular section in the middle West for the horseman.

The progress that has been made thus far, is attributed largely to William E. Dee, Chairman of the Equestrian Committee, one of the Charter members, who has devoted a great deal of time and thought encouraging this feature at Olympia Fields.

A visit to the grounds in the early Spring will be sufficient to convince the most skeptical.

The Club's magazine—the OLYMPIAN—for December, shows many beautiful views taken at Olympia. A copy will be sent to any interested Equestrian upon request.

A Bit of the Miles of Bridle Paths at Olympia Fields

R. R. Soo Line (50 Miles from Chicago)

Telephone 117-J, Lake Villa

LONGWOOD FARM

E. J. LEHMANN, *Owner*

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LONGWOOD FARM

E. J. LEHMANN, *Owner*

Three and five gaited saddle horses for sale at all times

For further particulars apply to

Jas. D. Buford, *Manager*

Lake Villa Illinois

AUDREY SADDLE PONY

Won Novice Championship at Devon, Pa.
Won Championship at Rochester, N. Y.
1920

Horseback Riding in the City of Chicago

Reprinted from Circular Issued by the Horse Association of America

FROM Central Park in New York to the Golden Gate in San Francisco,—they are riding. All talk of a motorized age notwithstanding, the saddle horse has come into more general use and popular favor during the last four or five years, with especial acceleration in the year just past, than has been true for a score of years preceding.

And why? Because down underneath its crusty surface, the world always has loved, and still loves, the horse. He appeals to a certain romantic strain of the imagination and calls out great resources from the rider. From the viewpoint of physical exercise, horseback riding provides not only muscular tone but internal massage and stimulation of the vital organs. It is entirely reasonable to attribute much of its returning popularity to the common use of passenger automobiles, which has added greatly to the habits of sedentary living in cities.

Whatever the stimulus in back of the revival, the sport is a worthy one and adaptable to many classes of riders. As a part of the education of children, it stresses the wholesome qualities of consideration, instant obedience, decision and fearlessness. The lessons of horsemanship include many more principles than simply how to keep balanced on a horse.

With the youth of the country full of exuberance, for whom wholesome outlet of this abundant vitality must be provided, it is a sport that satisfies. The open road and a horse that can go,—yet tempered with the necessity for utmost consideration,—develop certain traits of the gentleman, along with supple muscles. The young equestrienne turns of herself against the atrocious "debutante slouch" and can substitute genuine glow of health for the camouflage of rouge.

And yet the one who benefits most is the physically inactive business or professional man or woman, whose peak of mentality is constantly dulled by the handicap of functional sluggishness. As mentioned previously, riding gives activity, not only to the muscles, but to all internal organs, and is therefore an ideal counteractant to the evils of sedentary existence.

At a banquet held recently in Kansas City, the toastmaster said, "One of my treasured memories is to recall my grandfather, erect and alert, riding a spirited horse in his *ninety-ninth* year, and he justly attributed his vigor at great age to his daily horseback rides, continued the year around."

Equestrianism is a democratic sport, for it is within the reach of students and young business men and women, for whom it is particularly beneficial. There is no better way to enjoy the parks than to go riding in them. Those who want to eventually own their own horses can do so, but for beginners, the cost of a horse per hour is no more than that of a theatre ticket, and if equipment is not possessed, it, too, can be rented at a small additional charge.

On the other hand, at summer or winter resorts, or on week end visits to country homes, riding parties are one of the most popular diversions, and the young man or woman who is not proficient in the saddle on a spirited horse, suffers by comparison, for it is rightly held that dancing, swimming, skating and horseback riding are social accomplishments which are integral parts of a well rounded education.

The pavements of city streets restrict riding largely to the bridle paths of the parks for those in the main residence districts, though in the outlying sections, short connections to the country roads afford unlimited mileage. Naturally the riding academies of the city have grouped themselves in the vicinity of park bridle paths,—this is very evident on the Chicago maps shown later. The distance from the parks to the stable is taken at a slow gait, and the rule to "keep to the right," applies to both horses and automobiles. The mounts in use by academies are usually accustomed to general street traffic, but many of the privately owned horses are high-strung, sensitive animals requiring particular consideration both on the part of the rider and on the part of automobile drivers.

Because of these conditions, park boards have generously made way for equestrians by cinder and dirt paths which are the salvation of the city rider. Right in the very heart of New York City, Central Park with six miles of bridle paths, affords riding space for about two thousand equestrians daily. A few blocks to the west, Riverside Park contains three and a half miles of pathway overlooking the Hudson; Brooklyn riders have their Prospect Park; the Bronx district has both Van Cortlandt and Pelham Bay Parks in which to ride.

Fairmount Park in Philadelphia, Potomac Park with thirty miles of suitable pathway in the District of Columbia, Druid Hill Park in Baltimore,—in fact, each city of size has its army of riders in city parks and outlying country roads. Minneapolis, particularly, has shown a marked revival of interest through the renewed activities of the Saddle and Bridle Club. Kansas City has a generous mileage built in through the Country Club District connecting with the Ward Parkway, while in the West, in San Francisco and the coast resorts, equestrianism is

(Continued on Page 58)

MAP OF LINCOLN PARK AND SURROUNDING DISTRICT

DIRECTORY FOR LINCOLN PARK DISTRICT

Bridle path indicated by heavy black line

1. Lascot Riding School, 75 E. Walton Place, Superior 7160
2. First Cavalry Riding Academy, 1330 N. Clark St., Superior 335
3. Parkway Riding Academy, 2153 N. Clark St., Diversey 6140
4. Pemberton Sales Stables (No horses for hire)
5. North Shore Riding Academy, 2822 N. Clark St., Lakeview 8040
6. Lincoln Riding Academy, 3008 N. Clark St., Wellington 4060
7. Edgewater Riding Academy, 1128 Foster Ave., Edgewater 1646
8. Catalpa Riding Club (private), 1124 Catalpa St. (No horses for hire)
9. Birchwood Country Club, Devon Ave. (No horses for hire)
10. North Shore Polo Club, Lincoln and Peterson Ave.

Woodin Farms

Wilson, Illinois

MR. WOODIN'S farm comprises three hundred and twenty acres and is known as Woodin Farms and is about five miles north of Lake Forest on Telegraph Road. Until recently he has maintained his country place for the training of hunters for show purposes. In the fall he sold his entire stable to L. K. Liggett in the East, but at the present time has a man in Virginia looking for some "green" hunters and will probably have another stable lined up, at least, in time for the South Shore Country Club Horse Show. In the spring, early June, his family moves out there and stays until the middle of September. His daughters, Jane, aged twelve, and Martha, seven, are enthusiastic equestriennes also. Jane showed her pony, "Chestnut Girl," at South Shore in June. Martha has not tried the hurdles yet, but gets a good deal of pleasure and much excitement (since he discovered she was not stationary) out of a diminutive Shetland called "Glen E." The buildings on the place are not especially elaborate—the house is built on Colonial lines and all the buildings are white with green trimmings.

Jane Woodin on Her Pony, "Chestnut Girl"

Birdseye View of Jumping Course

Neighbors and Friends at Woodin Farms

He has "the large house," the help's cottage, garage, farmer's cottage, farm barn, trainer's house, and an especially fine barn for training the hunters arranged so that training need not be discontinued on account of weather. This barn is indeed worthy of comment and the horses are not only comfortable but luxuriously situated. It is known as the training barn.

Group of Woodin Farms Hunters and Jumpers

(Continued from Page 55)

by far the leading outdoor pastime. Intermediate cities reflect a riding interest which is apparently nationwide.

Chicago has not failed to make way for her riding enthusiasts. It is estimated that there are now approximately five thousand equestrians in the city, with the number increasing daily. Recognizing that the sport carries real merit in its practice, the various park boards have responded with bridle paths in the main parks on the North and South sides of the city. The western district has only the Forest Preserve, but this is in fairly near proximity. It is believed, however, that in the future development of the sport as a general recreation, the West Side parks will also give room for the equestrians to spread out a bit.

The North Side has two riding centers, the more populous being in the region of Lincoln Park, where an excellent bridle path winds through the park and along the lake front. Beginning at the Municipal Pier, the path follows close to the shore of Lake Michigan for a distance of four and a half miles through the park. The scenery is delightful and the park kept in splendid condition. The map on the next page shows the course of the Lincoln Park Bridle Path and the location of contributing stables.

Riders in the Edgewater district, being separated from the Lincoln Park paths by two miles of city pavement, strike off to the west and northwest on country roads of dirt to the Forest Preserve. Here the riding is especially enjoyable, as there is no more perfect way to explore among trees and along trails, than on horseback.

The Chicago Plan Commission is making earnest efforts to provide for a bridle path in the widening of Peterson Avenue, which will afford a direct outlet to the Forest Preserve areas on the west. The Lincoln Park Commissioners are building new land into the lake for an extension of Lincoln Park through which a bridle path has been requested by the equestrian associations in Chicago, notably the Chicago Equestrian Club and the American Remount Association in united effort with the Horse Association of America.

Riders on the North Side have pointed out that there is now an opportunity to carry the bridle paths across the bridge at the north end of the yacht harbor, following east and south along the harbor's edge, thence north along the outer rim on the new made land and next to the lake, as fast as the new made land is completed, with occasional cross paths to the western side of the park, where the bridle path is now established. Such development would give mileage and beauty to the Lincoln Park district excelled by no other park in America.

Washington and Jackson Parks furnish excellent riding facilities for the South Side. The two parks are connected by a mile of cinder pathway down the Midway Plaisance, and this is a most desirable feature toward making park riding unrestricted and worth while.

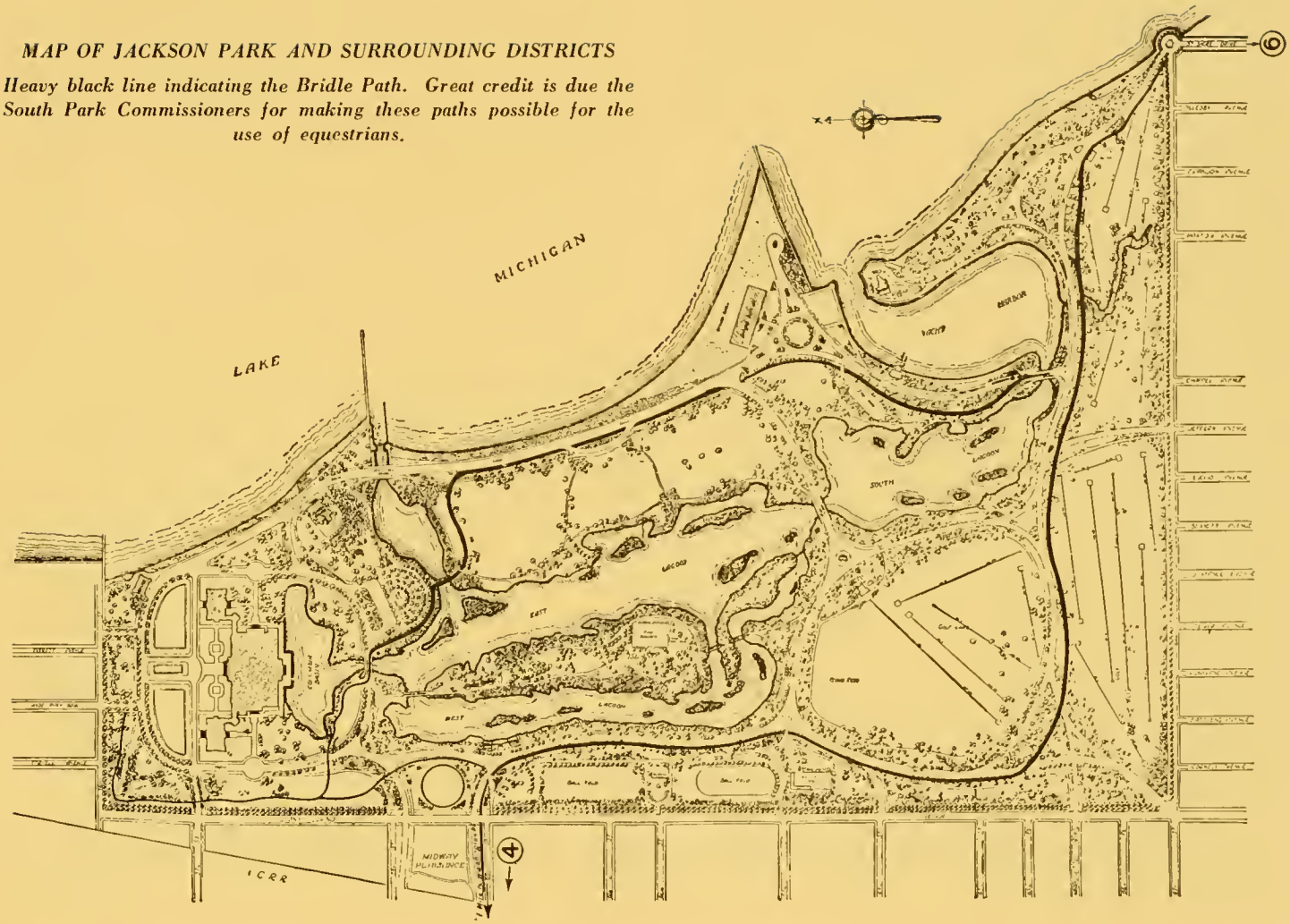
The pathway in Washington Park begins at Fifty-first Street and circles the north half of the park called the "meadow,"—an open, grassy expanse, and here riding is especially good because of the few intercepting roadways and sidewalks. A branch from this park leads off through the south half of the park, running alongside the lagoon, over a rustic bridge or through a shallow fording spot, on south, but turning east just short of Sixtieth Street, where the path leads out onto the Midway.

One mile along the cinder path of the Midway and the path enters Jackson Park. A turn to the right and the route runs parallel with the West Drive to the extreme south end of the park, thence a turn to the left straight across the entire width of the park to Lake Shore Drive, or, turning to the North and going over the bridge between the yacht harbor and the lagoon, follows the cinder

(Continued on Page 60)

MAP OF JACKSON PARK AND SURROUNDING DISTRICTS

Heavy black line indicating the Bridle Path. Great credit is due the South Park Commissioners for making these paths possible for the use of equestrians.



(Continued from Page 58)
pathway running North and South between the golf links and lake front. This lake shore drive is one of the finest in the city. The East path is connected with the West by a zig-zag route crossing the Music Court Bridge, thence along the lagoon to the Columbia Bridge, and on west to the section of pathway traversing the entire west side of Jackson Park.

The total mileage on the South Side for the two parks and the Midway is approximately eight miles. The map following page 9 shows the route except the connecting link down the Midway, and the directory indicates where horses may be obtained. Riders on the South Side can follow picked roads to the country, getting around into Indiana or over west to the Forest Preserve.

The Country Clubs form headquarters for riding on the extreme ends of the city, the suburbs and newer residence districts having access to dirt roads. There the riding is especially delightful, and the mileage is only limited by the rider's taste for exploration. Community riding clubs are also the outgrowth of equestrian enthusiasm, and are not so complicated in operation but that their plan is feasible for any suburban district. An illustration of what can be done in this regard is shown by the Catalpa Riding Club, 1124 Catalpa Street.

There are sixteen members, all of whom are owners of saddle horses. The fact that there were no facilities satisfactory to them for the care and nearby stabling of their mounts, drew them into a business arrangement which took the form of a riding club with stables large enough to accommodate the horses of its members.

The club is not run for profit and frequent adjustments are made in the rates charged so as to just keep even. The following are the main items of income and expense:

SOURCES OF INCOME:

Membership fee on admittance to Club	$ 25.00
Rental of 8 box stalls to members at $40 each, per month	320.00
Rental of 8 single stalls to members at $35 each, per month	280.00

MAIN ITEMS OF EXPENSE (Monthly):

Rent of building	75.00
Stable man	130.00
Assistant stable man	120.00
Cost of feed, 16 horses, approximately	250.00
Miscellaneous expense	25.00

Such a club, besides having common community interests, does not lack for camaraderie, for there is always a kinship in the use and appreciation of good horses. But the point is, there are many districts like unto this one, with a coterie of men interested in horses who could and would be enjoying the benefits of riding if they saw a practical way to have their own horses and keep them in the neighborhood. What has been done can be done again, and this club does not by any means claim to be the first. Numerous small groups throughout the city have similar arrangements for the care of their horses, and many men have their own stables.

The creation of a bridle path from Washington Park west to the city limits will increase greatly the number of riders in the south parks, for remount stations and club stables will spring up along such a connecting link. Business men of the South Side can stop off while on their way home for an hour's ride through the parks, or in the country west of the city. Those in the vicinity of the parks who ride therein on week days, will take advantage of Saturday afternoons and Sundays for longer trips in the open country and through the Forest Preserves.

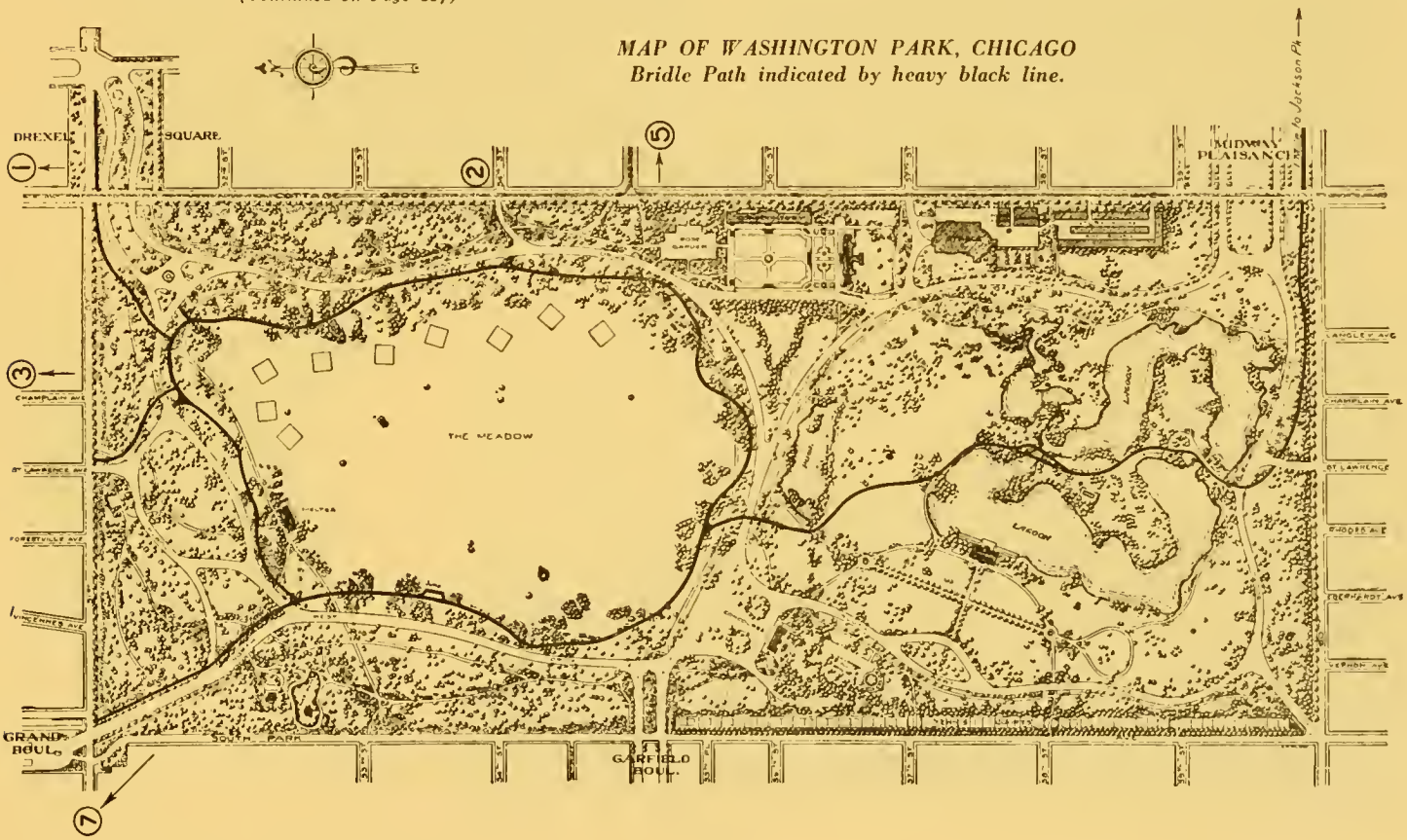
The final development of the connecting link between the Forest Preserve and Lincoln Park will permit the riders of Lincoln Park to reach the open country to the northwest of the city and the Forest Preserve, and will also afford opportunity for the riders of the North Shore Polo Club, Onwentsia Polo Club, Edgewater Riding Academy, Catalpa Riding Club and others, to ride down into Lincoln Park without crossing through city traffic.

(Continued on Page 127)

DIRECTORY FOR JACKSON AND WASHINGTON PARKS.

1. Chicago Riding School, 4724 Cottage Grove Ave., Kenwood 2033
2. Mortimer's Riding Academy, Cottage Grove Ave. and 54th, Hyde Park 2070
3. Julius Jensen, 4540 Champlain Ave., Kenwood 2303
4. Midway Riding Academy, 6037 Drexel Ave., Midway 9571
5. Marshall Miles (Boarding Stable), Lake Park at 55th
6. South Shore Country Club, Stables for members only
7. J. J. O'Brien & Son, 4167 Emerald Ave., Yards 565

MAP OF WASHINGTON PARK, CHICAGO
Bridle Path indicated by heavy black line.



Polo Farm, Wheaton, Ill.
William J. Sutherland, Owner

"Kentucky Chief"

Mrs. Wm. Henry Rohr,
nee Betty Sutherland on
"Helen Hunt"

Radiant King

Polo Farm—Wheaton, Ill. William J. Sutherland, Owner

Polo Farm is located 26 miles from Chicago, near Wheaton, Ill., on Roosevelt Road.

Wm. J. Kolb, Superintendent.

The Home of Kentucky Chief, Radiant King, Andy Gump.

Andy Gump

The New Home of The Chicago Yacht Club

By Commodore
SHELDON CLARK

WHAT will be the finest and best located yacht club in America, if not the world, will be erected on three acres of land comprising the North point at the entrance to Belmont Harbor in Lincoln Park. The thirty-five year lease was negotiated during the last year with the Lincoln Park board, and the Chicago Yacht Club already has tentative plans for the construction of a clubhouse which will be able to accommodate several thousand members. There is no finer location in the country, as the club will be easily accessible to the downtown sections, as well as far enough away from the loop to escape the smoke and noise. The site is large enough for the installation of tennis courts and to permit of considerable ground decoration.

Belmont Harbor is now the best yachting location in Chicago. In fact practically all of the boats that used to moor in Grant Park basin have removed to the new harbor where there is plenty of room and where the craft escape the smoke nuisance.

The plans as far as they have been projected call for a clubhouse of brick in keeping with the architecture in harmony with the park surroundings. There will be an entrance both on Lake Michigan and on the harbor. The club will be open the year round and will be large enough to take care of a thousand diners at one sitting.

Besides the yachting, which will always be the main feature of the organization's activities, there will be a diversity of amusements. It is likely that some time soon there will be a big public polo field near the club which will provide some of the best polo games in the middle west. With tennis, billiards, bowling, dancing and other sports, the club will have all the amusements of a town and country and yacht club combined.

Of especial interest to equestrians will be accommodations for the members of the club who are interested in the saddle game. A bridle path will lead from the park paths up to the club.

The officers of the club for 1921 are: Commodore, Sheldon Clark; Vice Commodore, George O. Clinch; Rear Commodore, Edward M. Railton; Secretary, Harold Bradley; Treasurer, R. E. Jones; Directors: Laurance H. Armour, James O. Heyworth, Dr. W. L. Baum, Albert Y. Gowen, Ogden T. McClurg, Charles D. Frey, L. J. Lambin and E. C. Webster.

The agreement with the Lincoln Park board calls for beginning of construction within two years, but the yacht club, with a large number of new members coming in, probably will be in shape to start work during the coming Fall. The club is in excellent financial condition and the members are eager to get the project started as soon as possible.

Following is a description of the tentative plans submitted by Architect A. N. Rebori:

Main building 180′ long, contains a club room 40′x80′, promenade 116′ long and a two-story high octagonal dining room with extension porches and dining alcoves looking out on the water, with south, west and east views.

A wide porch on the lake side is carried full length of building. From this porch members can view the races.

A wing extending into the water 100′ toward yacht harbor and moorings contains a sail locker room on the lower level, a gangway and committee room on the upper level or deck.

Bowling alleys, showers and locker rooms with a tunnel to the lake are placed on the lower level beneath the main building.

A large log room, where records of the world's sailing events are placed, together with trophies belonging to the Club, is a feature in the arrangement of rooms below.

Above the main club room an unobstructed dancing deck for open air dancing is provided, 100′x40′.

Above dance deck, in the tower, is the observation deck, where telescopes and signals will be arranged in the latest scientific nautical manner. A large room is provided in this lookout tower for the Yachting Committee, making it possible to direct the many regattas and other events, international in their scope, planned for the coming season.

The general design of the building is along lines consistent with the latest marine architecture expressed in structural building terms. In general appearance the building will be low and expansive, with broad decks, promenades and large unobstructed glass areas affording the maximum of air, sunshine and view.

From the main club room, with its heavy beamed ceiling, and ribbed construction of an ocean liner type, we pass into the spacious dining room with its extended view on all sides.

In the centre of the dining room there is a huge fireplace that will bring cheer to the sailorman's heart. It has four openings, one on each point of the compass, permitting of wide gatherings where many a yachting story may be spun.

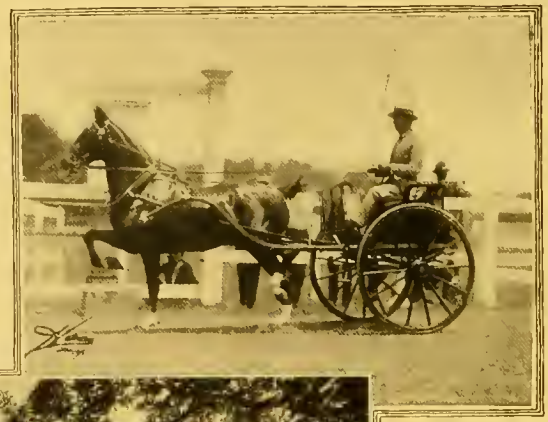
A wide and graceful stairs very much like the broad companionway of a huge ship, leads to the dance deck above and winds its way down to the locker rooms, log room and boat landing.

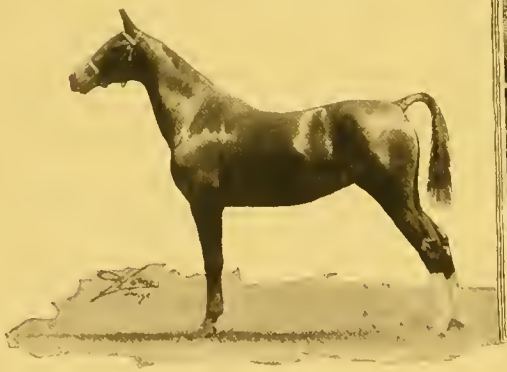
The kitchen and service portion affords facilities for serving 1,000 guests at a single sitting. In view of the great yachting events planned, this kitchen will not only encourage, but will attract, sportsmen from all over the world.

An attempt has been made to take care of yachting in all its branches, and very few of the approved and up-to-date requirements have been overlooked in the lay-out.

Mavis of Kildaire, Glittering Glory, Chief O' the Clan

Driving Lord Brilliant in Gig Class at Newport





Glittering Glory

View of Home at Ballantrae Farms

BALLANTRAE FARMS

ORLAND, ILLINOIS

HARRY NEWMAN, OWNER — FRANK E. PALMER, MANAGER

"High grade saddle horses released for sale at various intervals."

HOME OF

Saddle Horses	Harness Horses
GLITTERING GLORY	LADY WARWICK
MAVIS OF KILDAIRE	LASS OF SHANNON
CHIEF O' THE CLAN	ATHLONE MEG
BILLY DANIELS	KILRUSH COLLEEN
BLACK REX	LORD BRILLIANT
LADDY	ZAMBRO CLAY
TOMMY	BUD RADER

Participated in the following 1920 Shows:

Springfield, Mass.
Bryn Mawr, Penn.
Dairy Show, Chicago
Devon, Penn.
Newport, R. I.
Rochester, N. Y.
Syracuse, N. Y.
Denver, Colo.

South Shore Country Club, Chicago
Madison Square Gardens, New York
International Horse Show, Chicago

ADVERTISING thrives in an atmosphere of prosperity

Its primary object is to make sales, to build business. The sunshine of success will awaken in the minds of your prospective customers that high degree of confidence without which large selling volume cannot be achieved. In a word, it is the atmosphere created by your advertising matter that incites confidence, forces admiration and arouses that impelling interest which starts the sale even before the copy is read.

For these results we offer the inspiring appeal of INTERPRETIVE PRINTING, the art of presenting, through the media of paper, type and ink, those qualities and ideals which you cherish for your company and your product, while delivering a convincing message of the product itself. It is the "RECORD" method of delicate suggestion. It imparts without proclaiming; it implies without specifically declaring those distinctive, yet elusive, thoughts so often denied expression in advertising.

Whatever you are offering to the buying public, whether raw material or finished product, bridges or boats, land or leather, silk or shoes or personal service, *Interpretive Printing* makes your advertising effectively expressive.

We printed this book. We tender you our COMPLETE PRINTING SERVICE in presenting to your public the merits of your organization and your product.

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THE RECORD PRESS

PRINTERS

JOSEPH K. ARNOLD, President

525 S. DEARBORN STREET, CHICAGO

Wabash 258

"Dinarth Magic"
Owner, Wm. E. Dee

"Dinarth Magic" and
"Dinarth Mermaid"

Dinarth Mermaid

Was the unfortunate victim of a fall at The International Horse Show, 1920, and fatally injured. This accident was unusual in the history of the Show Ring in that she had won the Blue Ribbon in her class just a few minutes previous.

"Dinarth Mermaid"
Owner, Wm. E. Dee

Blue ribbon winners South Shore, Dairy Show and International.
Owner, Wm. E. Dee.
Farm, Newport, Ind.,
Hackneys, Welsh and Shetland Ponies.

VIEWS
Of
HARNESS
ROOM
And
COACH
ROOM
CARLETON L. ELMES,
WINNETKA,
ILL.

A page of photos showing Coach and four under the Elms, a Park Coach and also Master Charles F. Elmes on his first pony, "Duke," a black gelding 41 inches high with which he jumped over 3 feet.

Carleton L. Elmes, Winnetka, Ill.

Almost on the Midway Bridle Path

A well equipped stable of dependable saddle horses unafraid of trains, motor trucks, automobiles and motor cycles—offers a satisfactory mount for experienced riders or beginners who may be accompanied by instructors who combine experience and dependability with patience. Rates are quite moderate and the service excellent.

Our ever-increasing patronage from satisfied riders suggests that Sunday morning appointments be arranged in advance personally or by telephone.

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Grand Hotel,
Mackinac Island.
July 1st—September 15th.

Lincoln Hotel,
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Miami Beach, Florida.
Jan. 1st—March 15th.

ALFRED NELSON CO.

ESTABLISHED OVER 50 YEARS

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Perfect Fitting Mufti and Sporting Kits, also
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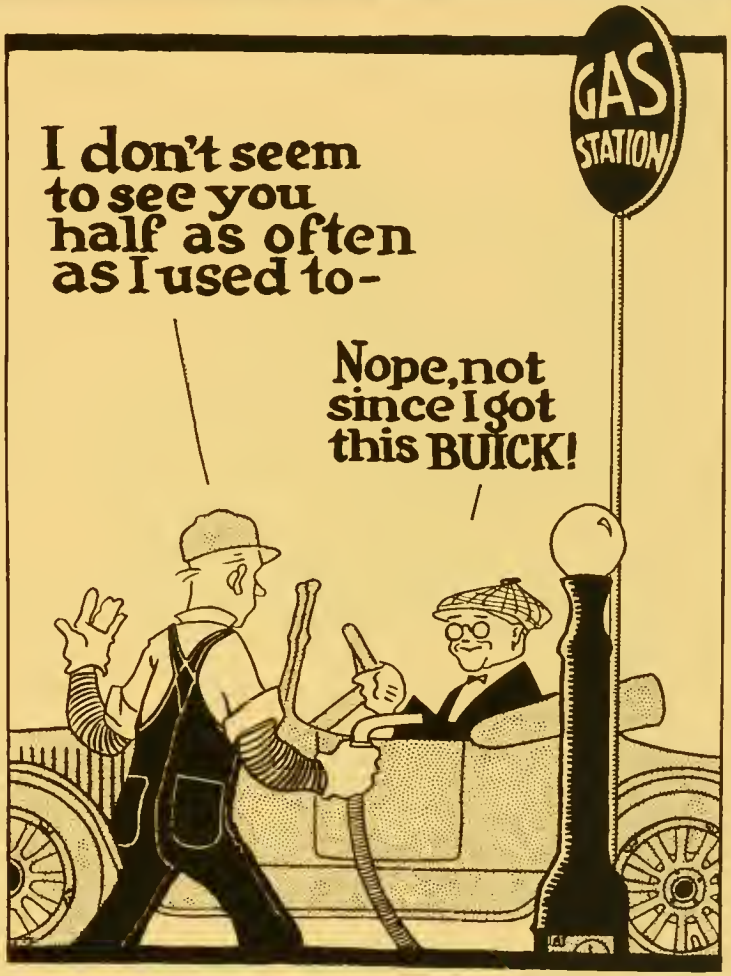
CHICAGO BOARD OF TRADE
CHICAGO STOCK EXCHANGE

James Levy Motors Company

Buick Dealers

Michigan Boulevard at 23rd Street

CHICAGO, ILLINOIS



PFAELZER'S

"SUN BRAND"

HAMS

BACON

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LOUIS PFAELZER & SONS

UNION STOCK YARDS CHICAGO

J. B. Porter Company

711 South Dearborn Street

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SPECIALIZING in the printing of modern labor saving office forms.

Designers of advertising literature where illustrations are the dominant feature.

TELEPHONE - - HARRISON 5983

Horse Association of America Promotes Equestrian

Thoroughbred

Welsh Horse

Arab

Hackney

THE first and only great national organization to aid and encourage the breeding, raising and use of good horses and mules, has come into existence under the name and style of the HORSE ASSOCIATION OF AMERICA. In it are united the various business interests related to horse production and use, which, through this body, combine their support and strength with the men actually engaged in the breeding and use of horses and mules.

Allied with it also are all of the great record associations which have to do with the encouragement of the individual breeds, and such other organizations directly interested—as the Chicago Equestrian Club and the American Remount Association. However, though the activities of the Horse Association "cover the earth," brief mention in this article will be made only of such efforts as pertain to equestrian sports and the saddle horse breeds contributing thereto.

The Horse Association of America takes the position that horseback riding is the oldest, most widely known and most healthful of all outdoor sports, available alike to young and old; that it deserves to become the most popular regular recreation in the United States and other countries; that in order to insure its spread and growth, permanent facilities therefor must be made available; and that demand for saddle horses must be created before farmers and breeders can be induced to expend time and intelligent attention to their production, to an adequate degree.

The Horse Association of America has made surveys of bridle paths and general facilities now accessible in our leading cities, and has constantly sought to bring them into prominence through publicity channels open to the Association. It is confidently believed that within five years' time, the practical, definite work of the Horse Association of America will bring into being a civilian army at least two hundred thousand strong. These riders will not only gain in personal health and well-being, but will create a demand for good mounts which will encourage intelligent effort in breeding the various strains.

Of the fifteen pure breeds of horses developed by the patient work and untiring efforts of horsemen, six provide good saddle horses and two furnish ponies suitable for children.

The Arab, of which studs are still maintained in the Orient and in France, England and America, is the oldest breed of horses known. Cradled on the desert sands of Arabia long before the coming of Christ, it has been, from earliest times, a saddle horse on whose speed and endurance the life of the rider often depended. Because of excellence in qualities named, the Arabian blood was freely used in improving the saddle stocks of France and England.

The Thoroughbred, the technical name for the breed of race horses, resulted from a fusion of the Arab, Turk, Barb and the native running horses found in England. The Turk and Barb breeds were much like the Arab, developed for the same

Sports and the Breeding of Saddle Horses . . .

purpose, but they are considered to have been of minor importance in the creation of the Thoroughbred, and this great breed has been developed mainly by the cross of the Arab blood on the early English running stocks, plus rigorous selection of the best by test. The race course furnished the measure of merit. Speed, endurance, fiery temperament and sheer gameness developed by more than three centuries of race track selection, has made the Thoroughbred most widely known and generally used of all breeds in the development of saddle and cavalry horses.

The Thoroughbred has also furnished the foundation for two distinct breeds created here in America; the Standardbred and the American Saddle horse. The latter resulted from a blend of several strains with the Thoroughbred, plus continual selection for saddle purposes. It has developed into a type somewhat finer in symmetry and finish, with more sloping shoulders and pasterns than the Thoroughbred, and with the added distinction of having five gaits instead of three.

The Standardbred, like the American Saddle horse, has its origin in the Thoroughbred breed primarily, but is fused with other strains as well,—including some Hackney blood. It has, however, been developed into a distinct type characterized by extreme speed at trotting gait. Many horses of this breed are not the right type to make satisfactory saddle horses, but others of the breed, particularly those of the Wilkes strain, are sufficiently short backed, strongly coupled, deep middled and heavily muscled to make good mounts and good sires of saddle horses.

The Hackney is inclined to possess too much action for siring saddle horses, but an infusion of this blood to the extent of one-fourth or one-half often benefits certain types by giving shorter, stronger backs, heavier loins and greater muscling through the hind quarters.

The Morgan is a stock famed in early New England days for considerable speed and great endurance,—of late years, effort has been directed toward types for saddle use. It is too early to predict the outcome, although horses of this strain have acquitted themselves well in long endurance rides.

The Welsh and the Shetland are distinct types of pony breeds well suited to breed on other pony stocks of nondescript type for the production of good saddle horses for children. The Shetland is better adapted for very young children, and the Welsh for those between ten and fifteen years.

In general, saddle horses should stand between 15.1 and 15.3 hands in height, have two good ends and a good middle, possess well formed withers, strong back muscles, powerful loins and heavily muscled hind quarters, sloping pasterns, sloping shoulders, heads well carried up, clean, flinty underpinning and good feet, with legs properly set on. Last, and most important of all, they must have straight action, lively temperament, and keen intelligence,—a horse like this is capable of meeting any test and is a satisfaction and joy forever to the fortunate owner.

Saddle Horse

Shetland

Standard Bred

Morgan

District Belle
1 Month Old Colt by
Marlboro
Photo by Haas

Horse Association of America

A Non-profit Organization
Incorporated under the Laws of Illinois
To Aid and Encourage the Breeding
Rearing and use of Horses

Long Distance
Yards 6333

Jan. 8, 1921

Union Stock Yards
Chicago, Illinois

Mr. Wm. J. Sutherland,
President, Chicago Equestrian Ass'n,
Chicago, Illinois.

My dear Mr. Sutherland:

I know it will please you and your associates, to learn that in our contact with the various equestrian organizations in all of our leading cities, we have come to the conclusion that the Chicago Equestrian Association has done and is doing more definite, practical work for equestrian interests than any other similar organization in the country.

Your organization has stood shoulder to shoulder with ours in the fight for adequate recognition of the rights of those who love good horses, and you and your co-workers have been big enough, broad enough and sufficiently far-seeing to see in the future, not only fuller utilization of the joys and benefits of saddle horses and the extensions of bridle paths through parks and into the country for them, but greater advantage taken of other types of horses as economic factors in field and city transportation.

We appreciate, more than words will express, the support of the Chicago Equestrian Association, its officers and members, and I wish to thank you heartily for the splendid cooperation you have personally given us.

Sincerely yours,

WD/MD

Secretary.

Man O' War
Kummer up
(c) C. C. Cook

Triangle Polo Team—
Durlands

Sir Barton
Sande up

A Request

To all our neighbors interested in horses and horsemanship to join the

CHICAGO EQUESTRIAN ASSOCIATION

Inserted with compliments of
Sidney Adler

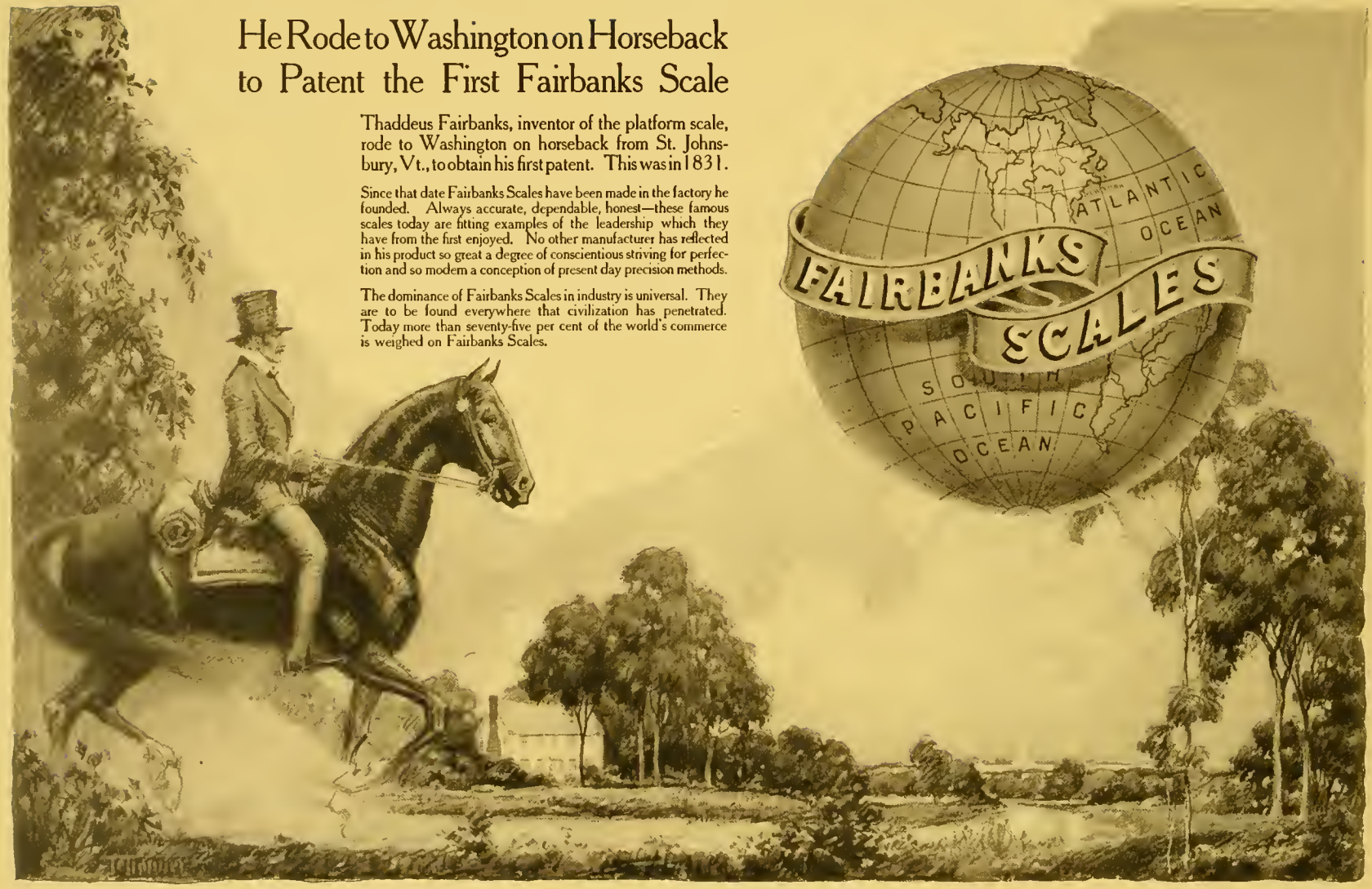
THE SATURDAY EVENING POST August 28, 1920

He Rode to Washington on Horseback to Patent the First Fairbanks Scale

Thaddeus Fairbanks, inventor of the platform scale, rode to Washington on horseback from St. Johnsbury, Vt., to obtain his first patent. This was in 1831.

Since that date Fairbanks Scales have been made in the factory he founded. Always accurate, dependable, honest—these famous scales today are fitting examples of the leadership which they have from the first enjoyed. No other manufacturer has reflected in his product so great a degree of conscientious striving for perfection and so modern a conception of present day precision methods.

The dominance of Fairbanks Scales in industry is universal. They are to be found everywhere that civilization has penetrated. Today more than seventy-five per cent of the world's commerce is weighed on Fairbanks Scales.



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Pages could hardly tell a stronger story than this reply to a letter of inquiry regarding our service:

"As to the efficiency of H. Walton Heegstra, Incorporated, we beg to say that the service rendered by these people has been exceptionally satisfactory. While it apparently is an advertising agency, and as such is quite competent, its greatest value it seems to us, consists in its grasp of the principles of merchandising generally and intensive selling in particular, so that its apparent prime function of being advertising agents, becomes decidedly secondary (though a very necessary adjunct) to its value as merchandising counsel, from manufacturer right through all the intermediate channels to the ultimate consumer."

HEEGSTRA Inc
AN ADVERTISING AGENCY + PLUS
CHICAGO

25 East Jackson Boulevard — Harrison 1653 all departments

NOTE—The opposite page is our work—one of a series of advertisements for a national advertiser.

ANNOUNCEMENT

Competent Instructors.

Special attention to ladies and beginners.

Best of care to boarders.

Sanitary stables.

We wish to announce that we have purchased the ***CHICAGO RIDING ACADEMY***, formerly conducted by Mr. E. A. Faulkenberg. The entire academy has been remodeled and thoroughly renovated, and with our new horses and appointments we have facilities unequalled by any other academy. Classes every evening at 8:00 o'clock.

Best of feed and bedding.

Expert horse-shoer.

Large inside arena.

Free use of arena to boarders.

Chicago Riding Academy

4724 Cottage Grove Ave.

Phone Kenwood 2033

J. E. KOCH M. E. MARTIN

The World's Horse Market

"The place to buy a good saddle horse"

THERE are some who do not realize how vast a business in horses is done at the Union Stock Yards, Chicago. There is no better horse market in the world than exists right here. Naturally, it is logical to expect that here you will find saddle horses par excellence and you can select just the horse you require.

Dexter Park Livery and Boarding Stable

Famous the country over as the best livery and boarding stable in the West. Your patronage is solicited on a basis of quality service and mounts—and a distinct guarantee of satisfaction. A trial of our organization will prove its ability to serve you.

Stock Yards Harness and Saddlery Co.

Complete, up-to-date equipment for the horse and stable. Prompt and courteous service by experienced horse equipment salesmen. Your requirements will receive our most careful attention.

UNION STOCK YARDS & TRANSIT CO.

Union Stock Yards Chicago

GOWNS HATS WRAPS
SUITS TAILORED DRESSES BLOUSES
FURS LINGERIE
AND ACCESSORIES

HOTEL AMBASSADOR

Reduced Rates
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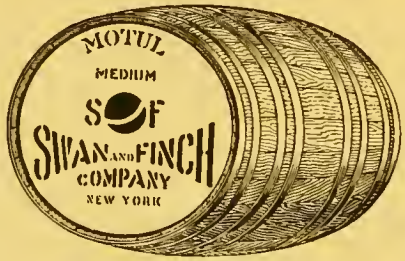

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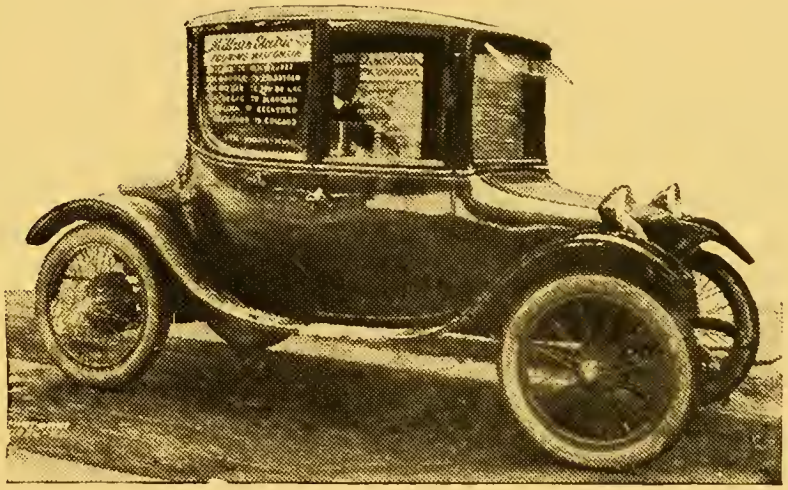

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The open winter has made this great sport unusually popular and there has not been a day now for more than a year when equestrian parties did not come in for a full share of enjoyment. Even the youngsters have been made happy with the ponies that are kept for their especial use.

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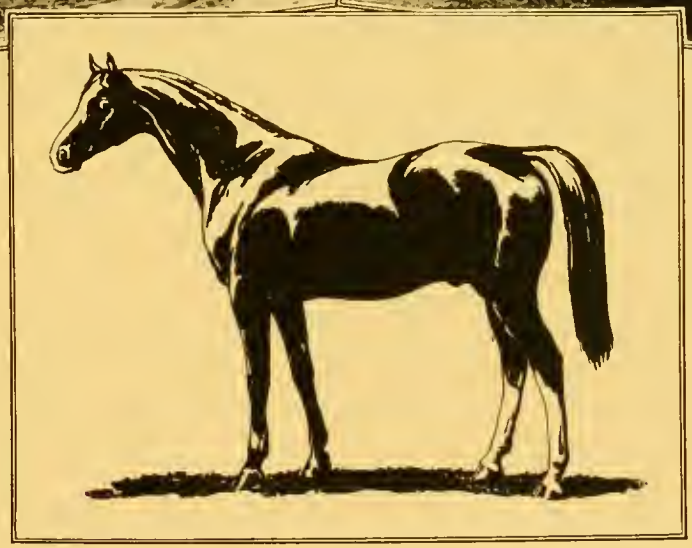

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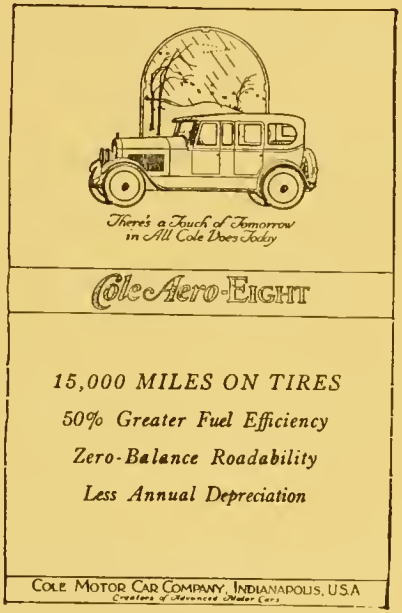

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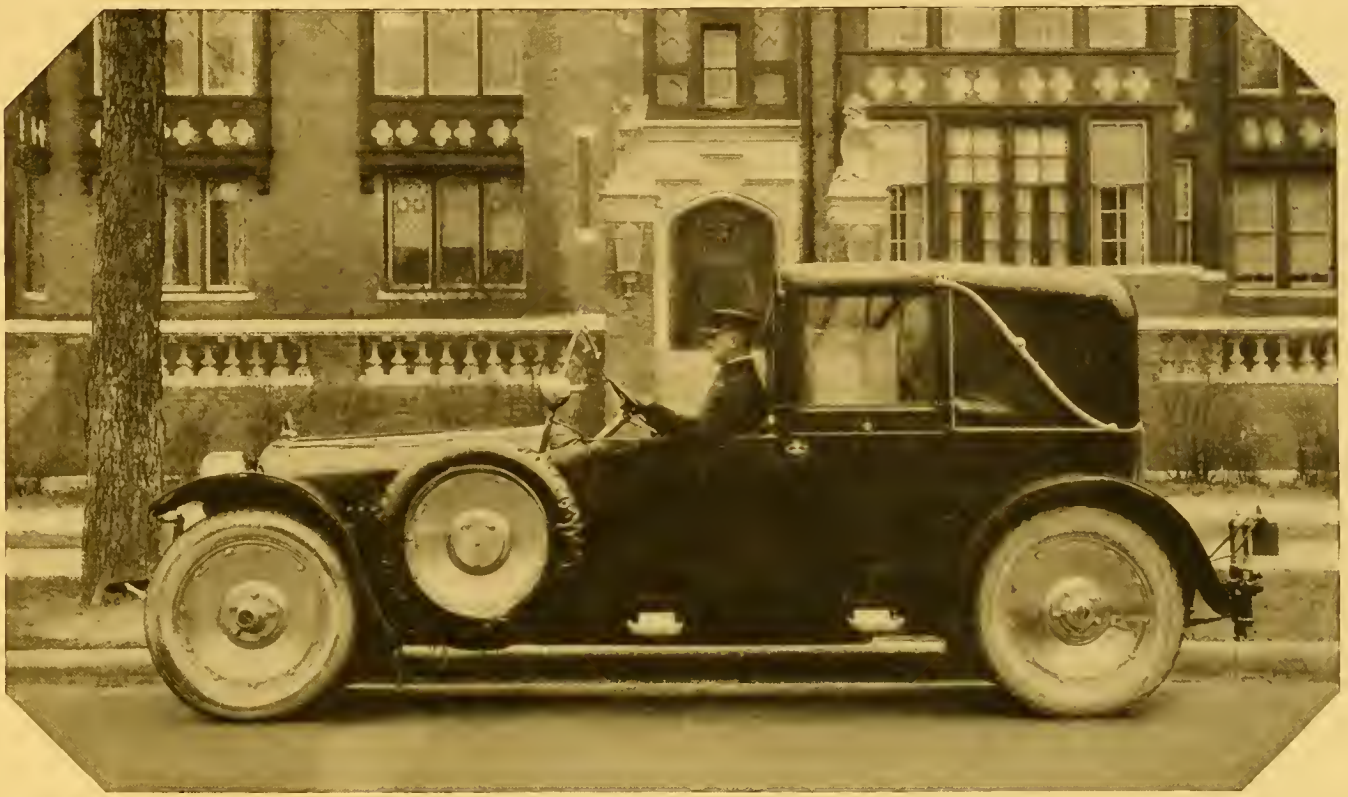

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John Clays Hunting Story (Continued from page 35)

In the spring time, if he got back in time, he would change his clothes, get into a boat and catch a salmon in the stream made by the junction of the Tweed and Teviot. In my day he hunted four days a week. Monday and Friday in Northumberland and Tuesday and Saturday in Berwickshire. He was one of the old type of artistocrats in looks, manner and language; of the latter he had fine command—very forcible and sometimes exceedingly naughty. We looked upon him as a sort of a demi-god and you were certainly trained the way you should go while following his hounds. He hunted them at his own expense and he had very little respect for his followers. Withal he was wonderfully popular.

My father moved his residence in 1867 to Roxburghshire. We were just west of the Northumberland country and continued to hunt occasionally with his Lordship, although our home was in the Buccleuch country. There under the greatest huntsman it has ever been my lot to meet, I really got my hunting education. William Shore hunted the above hounds for nearly forty years. He was an accomplished horseman, had a fine eye for country and was never far from hounds. He was an autocrat in the field having a very acid tongue, but as he produced marvelous sport, he was forgiven. Away from the hunting field or on the way home after the day's sport, he was the most delightful of men, versed in folk lore, well read in all kinds of literature, a keen humor running through his conversation. When he left this earthly scene I lost one of my best friends. I hear this evening as I write the echo of his horn, the deep sonorous note of his voice as he cheered his pack and made the woodlands ring. Many a time, with a bad catchy scent, he walked his fox to death, a slow, patient, marvelous piece of business requiring wonderful skill and knowledge. He was a hero to the boys, a guide to the older hands and in this way

(Continued on page 114)

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if you studied his methods instinctively you learned the game.

When I crossed the Atlantic to make my home in Canada first and then in the States, I had to give up my favorite sport, but whenever I felt able I went over to the beautiful Borderland and joined the glad throng. For exercise, for exhilaration, for the development of comradeship, nothing compares in the realms of sport to fox hunting. There on the hillside is a young wood or a few acres of gorse where in some cozy spot reynard is kennelled. The spotted beauties top a wall as if a blanket covered them. The fox is at home. They push him up. As he moves a hound hits off his line through the cover. There is a whimper, then a full note, then a chorus. Up a small ravine the fox slips away. If you see him leaving do not holloa—as Mr. Jorrocks says, "count twenty." Then if the huntsman does not know he has left, or hounds are still hanging in cover, raise your hat, use your whistle or if necessary holloa hounds away.

Old Rallywood tops the wall a few yards over he challenges and the pack comes to his well known note and the merry chase begins. Over a hill top you see the flying fox his little figure silhouetted against the sky. He has followed a wall for about half a mile, then turning sharp to his right we see him disappear a mile or more ahead. The pack flash past the point he has turned at right angles. As they lose the scent they swing round instinctively in a wide cast. Then they pick up the line; the field charges at many points a four-foot stone wall.

The hounds are racing now and for forty minutes it is steeple-chasing across a fine lot of grass fields with easy fences, across a river to the base of a steep hill which has tried many a horse's mettle. Gradually the fox climbs it but a quarter of the way he keeps along its side and gradnally descends again.

With my heavy weight (220 lbs.) I keep along a steep track far below the hounds who have fortunately for most of the field their noses to the ground. The huntsman is doubling his horn cheering them on as one hound after another picks up the line and lifts up his voice. Lawyer, with his fine nose and wonderful tongue, is cutting out the work. Then Sportsman dashes in front and so the rivalry goes on.

We sink the hill by a farm road to a valley below where a main turnpike runs. My horse is just about all in, but he comes downwards at a trot throwing his forefeet a bit wildly. Down below are several horsemen, among them my second horseman Jimmy Drummond. As we get to the road the huntsman jumps from his beaten horse to a fresh mount. Several of us do the same. The pack is traveling again. Away in the distance a shepherd's hat is in the air, a signal that the quarry has passed in. My horse, one of the great showyard heavy weights of England is pulling double. We skirt another hillside with a wall running diagonally across it: your eye scans it for a weak place, half way there is a gateway. The gate is tied, so I go right at it. There is a rattle, it sounds like a top rail gone, but there is no time to look back.

The hounds point for a wood a mile or more away. When they get inside there is a tremendous chorus. We get through the wood by a ride near the middle of it. Down the hill hounds are streaming, scarce a note coming from them. Away we go at breakneck pace down a steep hill, across a level field at the bottom of it. The hounds have the best of it, but they falter at a road up which the fox has run a couple of hundred yards.

Steady now, ladies and gentlemen, let them puzzle it out! Bridget has him up the road to an old wood. Here the pack sneaks again. We follow them through the tall pine trees, over a rotten sort of ditch into the open.

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"INVEST IN
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There is a grass field beyond and about the middle we see the fox traveling across it. There is an ugly sort of bank and burn to be negotiated. We got across without any grief. Hounds, horses and men feel the impulse. Down a wall side the fox makes his weary way. We get through a couple of gates, the pack is on both sides of the wall, a ploughman and a pair of horses are standing about a couple of hundred yards just about to turn for a fresh furrow. The beaten fox cannot face him, so with a last effort he jumps the wall, a hound grabs at him and as he jumps back again he lands among the pack. "Who' woop!" Time—1 hour and 30 minutes without a check.

When I was a boy I heard the old men talk of the glorious days they had spent with hounds and ever uttering a note of regret that the sport which Somerville thus describes in that wonderful poem on the "Chase":

> "My horse-sounding horn
> Invites thee to the chase, the sport of kings,
> Image of war without its quiet."

Of course you believed in this pessimistic view, for a Scotch boy was brought up in the rigid faith not to dispute with his father or mother, his uncles or his aunts. But the records are against this view of things, for I find in looking over Bailey's Hunting Directory of 1912-13 there were 497 packs of hounds in the United Kingdom—214 of them foxhounds. This is a record number so far as I know. The war of course nearly killed hunting but since its close there has been a steady gain and in many hunts you cannot see much change.

While, as said above, I have hunted ever since boyhood, it was not until 1891 that I began to keep a stud of horses in Scotland or England. Since that date till last October I have generally had a few good hunters. When actually hunting I kept eight to ten horses and they were needed to keep you going six days a week.

My best season was 1902-3 when I put in ninety-eight days with hounds, generally riding to the meets. This made a toil out of pleasure, in a way. I was at the death of nearly one hundred foxes.

In 1910 I took over the North Northumberland country and was Master for five years, when the war stopped proceedings so far as I was concerned. A Committee kept the hunt going, my good friend, the Hon. F. W. Lambton, bearing most of the burden. I became Master again 1st March, 1919, and retired 1st May, 1920. The present income tax and hunting hounds do not agree. While I had the hounds, I ran them top-hole, to use a slang expression, having August 1st, 1914, fifty couple of hounds and twenty-five horses. The reason was that for many years I had hunted in the Borderland for practically nothing. Then I had an illustrious lot of predecessors—Lord Wennyss, Watson-Askey, Sir John Majoribanks, Major Hunter, Sir James Miller (winner of the Derby twice with Sanfoin and Rocksand), Mrs. Burrell and James Fenwick, all of them good sports. My successor is Col. Hugh Ioicay, a fine sportsman of whom I hear good accounts.

In writing for a Chicago Equestrian Society, the history of a horse purchased in Chicago should not be omitted. My hunting pal, John S. Rigg, of Appleby, England, one of the very best across country in England, was over here purchasing hunters. One day he came across a rough looking chestnut colt, big of limb, shortly coupled with a blood looking head, but a bit thin in his waist. This horse had cost $187.50 at auction. He brought him to our stable on Lake Park Avenue.

A day or two afterward, he tried him over some jumps. He made a great grunt and of course that meant that he would be crabbed on examination by a "vet". Rigg was discouraged, so I said I would take him off his hands as he looked like carrying me at the Yards or in the park.

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The first time I got on him, he went up in the air and nearly came back over on me. We got a stout piece of twine and made a standing martingale, then started out. We met a motor outside the alley and he jumped ten feet. When we got to Drexel Boulevard he went all over the place—through the bushes, over garden plots, etc.

It was hopeless, so I sent him to the late Willie Goodwin's at Naperville. There I forgot him from May till August. One of the dealers at the Yards was shipping a load of horses to Liverpool, England, so I sent this horse along. His first performance in Scotland was to put the groom down. However, they put a strong standing martingale on him and although always motor shy, he entered well with hounds. He was a natural jumper. I began riding him when I got home.

One day before the regular season began, when we were cub hunting, hounds got away on the line of an old fox. They went a great pace across the vale, then we breasted a long steep hill, a mile or more, down the other wide. Just about the bottom of it the fox turned nearly directly back. We had of course to go with the pack.

The chestnut colt, which by this time I had named Chicago, never stopped galloping and charged every fence (and there were some woolly ones) with great courage. I had got a prize. For ten years I rode him over hill and dale. It did not matter whether you were in a close country or galloping over the hills—he was equally at home. I never had a horse that loved a jump as much as he did. He went right at it pulling double and in later years never wasted a pound of energy. While he was a damphool when he met or saw a motor he was one of the wisest horses I ever crossed country upon.

One morning he was dead in his stall. Well done, good and faithful servant! Not only servant, but a rare companion.

Continued from page 61

Completion of the plans of the South Park Commission providing a bridle path on the new made land along the lake front from Jackson Park to Chicago River, will make possible a complete circuit of the city.

On carrying out such a program, it is entirely within the realm of possibility that endurance tests for the United States army may be held in the future on a three hundred mile circuit beginning and ending on bridle paths of Chicago parks. These tests, held annually, are to bring out the types and strains best calculated for the rigors of cavalry service.

The creation of a great army of civilian riders in this and other cities, mounted on horses conforming to the ideal cavalry types (for the best animals for army purposes are also the most valuable for sport), will create a demand which will do more than any other single factor to encourage the breeding of an ample supply of suitable horses.

The main city organ, through which riding interests are united, is the Chicago Equestrian Club.

The American Remount Association with headquarters at Washington, D. C., has many members in Chicago. It is concerned primarily with encouraging the breeding of cavalry horses, and in this connection, gives general support to horseback riding everywhere, to build up a nation-wide market for cavalry mounts, which can be drawn on in emergency.

And finally, there is no phase of horse production and use which is not the direct concern of the Horse Association of America, which has its national and city headquarters at 822 Exchange Ave., Union Stock Yards. Wayne Dinsmore is the Secretary.

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CONSTITUTION AND BY-LAWS

CONSTITUTION.

ARTICLE I.

Name.

Section 1. This body shall be a voluntary association under the name of Chicago Equestrian Association.

ARTICLE II.

Section 1. The object of the Association is to create, stimulate and maintain interest in horseback riding in and about Chicago; to obtain the best possible facilities therefor; to foster social intercourse, and to work together for the common advantage of all who ride horseback.

ARTICLE III.

Section 1. Anyone of good moral character who rides a horse, or is interested in equestrianism, is eligible to membership.

Sec. 2. To become a member of the Association, the name of the applicant shall be proposed by a member of the Association, in conformity with the directions of the Board of Directors. If accepted by the Board, the applicant, upon payment of the initiation fee, shall receive a membership card and the insignia of the Association.

Sec. 3. Any member whose dues are not paid by August 1st of each year shall be dropped from membership. The Treasurer shall, as soon after August 1st as possible, notify all members who are suspended under this provision, and if they remit their dues within ten days after the sending of such notice they shall be automatically reinstated, but after that time has elapsed they may be reinstated only by vote of the Board of Directors, and upon payment of current dues and all past indebtedness.

ARTICLE IV.
Officers.

Section 1. The affairs of the Association shall be managed and conducted by a board of ten directors, consisting of the President, Vice-President, Secretary, Treasurer and six others, all of whom shall be elected at the annual meeting of the Association.

If a vacancy occurs, the remainder of the Board of Directors shall elect a successor to fill the unexpired term.

Sec. 2. No one shall be eligible for election to the office of President, Vice-President, Secretary or Treasurer, who has not been a member of the Association for one year prior to the meeting at which the election is held.

ARTICLE V.
Meetings.

Section 1. The Annual Meeting of the Association shall be held between the 15th of November and the 15th of December, the date and place to be fixed by the Board of Directors, and at least ten days' notice thereof given to the members.

Sec. 2. Meetings of the Board of Directors shall be held whenever called by the Secretary, at the direction of the President, or any three members of said Board. Five members of the Board shall constitute a quorum.

Sec. 3. Special meetings of the Association may be called by the President, or by any three members of the Board of Directors, upon ten days' notice in writing being given by mail to each member of the Association.

ARTICLE VI.
Duties of Officers.

Section 1. The President, and in his absence, the Vice-President, shall preside at all meetings of the Association and of the Board of Directors.

Sec. 2. The Secretary shall keep the minutes, attend to the correspondence, give all notices, and perform all duties usually pertinent to that office, or that may be required by the Board.

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Sec. 3. The Treasurer shall revise and keep up a list of the members, collect the dues, have charge of all funds, pay bills, and perform such other duties as may be required by the Board of Directors.

Sec. 4. No expenses shall be incurred except by order of the Board of Directors.

Sec. 5. The President shall appoint a committee to audit the Treasurer's accounts in time for them to make a report at the Annual Meeting.

ARTICLE VII.

Section 1. The insignia of the Association shall be a badge with the letters "C. E. A." to be fixed to the headstall on the near-side of the horse, and all members are requested to wear the same.

BY-LAWS.

1. The election of Directors shall be by ballot and the majority of the votes cast shall elect.

3. The initiation fee shall be Three Dollars, which shall include dues for the remainder of the current year.

4. The annual dues of the Association shall be Two Dollars, payable on or before the first day of January of each year.

5. The Constitution and By-Laws of the Association may be amended by a two-thirds vote of the members present at the annual meeting, or at any special meeting of the Association, provided ten days' notice in writing of such intended amendment be mailed to the members.

Cash contributions—to help complete this book are gratefully acknowledged from

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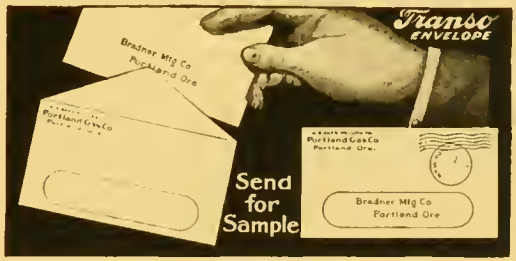

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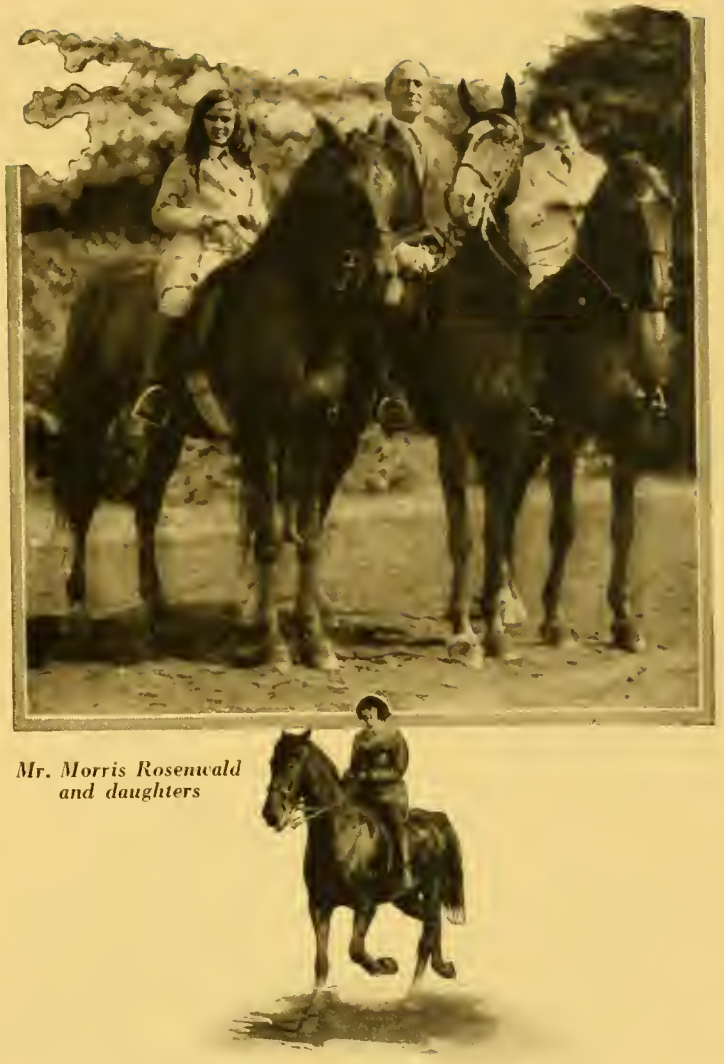

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Roster continued on page 130

H. Walton Heegstra sends this in response to our request for about a 1,500-word humorous article entitled "My First Ride."

Wm. H. Clarke

2 months' old baby colt. Miss Ruth Moody bringing him in from the farm

HIGHLAND LADDIE

Philip W. Raber on Oh Boy

Photo by Haas

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Roster continued on page 132

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Mrs. J. M. Harris on Homestead Choice

Joseph Wolf

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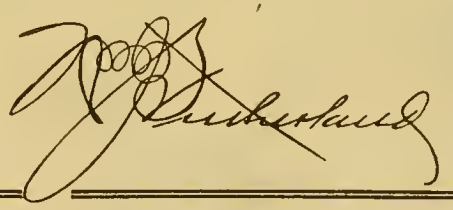

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